

| KANGNI OR KARUN ITALIAN MILLET. (<i>Setaria Italica.</i>) | | | GRAM, CHA CHHOLA, KADA OR SUNAGA (<i>Cicer arundin</i>) | | |
|---|-----------------------------|---|--|-----------------------------|----|
| Present return. | Next preceding re- turn. | Corresponding re- turn of last year. | Present return. | Next preceding re- turn. | |
| S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. |
| ... | ... | ... | 15 8 | 15 12 | 14 |
| ... | ... | ... | 16 0 | 15 0 | 13 |
| ... | ... | ... | 15 8 | 14 8 | 12 |
| ... | ... | ... | 14 8 | 14 8 | 12 |
| ... | ... | ... | 12 0 | 12 0 | 12 |
| ... | ... | ... | 14 0 | 14 0 | 11 |
| ... | ... | ... | 14 0 | 14 0 | 13 |
| 8 0 | 8 0 | 10 0 | 13 5 | 14 6 | 11 |
| ... | ... | ... | 20 0 | 20 0 | 15 |
| ... | ... | ... | 20 0 | 21 0 | 13 |
| ... | ... | ... | 16 0 | 17 0 | 12 |
| ... | ... | ... | 13 0 | 13 0 | 9 |
| ... | ... | ... | 21 12 | 21 12 | 13 |
| ... | ... | ... | 15 9 | 17 1 | 13 |
| ... | ... | ... | 13 0 | 13 0 | 13 |
| ... | ... | ... | 11 0 | 11 0 | 10 |
| ... | ... | ... | 16 0 | 16 0 | 11 |
| ... | ... | ... | 15 0 | 15 0 | 12 |
| ... | ... | ... | 15 0 | 15 0 | 12 |
| ... | ... | ... | 11 8 | 11 8 | 11 |
| ... | ... | ... | 12 8 | 12 8 | 10 |
| ... | ... | ... | 18 8 | 16 0 | 13 |
| ... | ... | ... | 12 0 | 12 0 | 10 |

quarters Station Bazars of the Districts of Bengal on the 15th October 1902.

| WHOLESALE PRICES PER MAUND OF 40 SEERS. | | | | | | | | | | | | DISTRICTS. | Number. |
|---|------------------------------|---------------------------------------|---|------------------------------|---------------------------------------|---------------------|------------------------------|---------------------------------------|-----------------|------------------------------|---------------------------------------|--------------|---------|
| INDIAN-CORN OR MAIZE. (Zea mays.) | | | ARHAR OR THUR, CADJAN PEA. (Cajanus indicus.) | | | SALT. | | | SALT. | | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | |
| S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | Rs. A. P. | Rs. A. P. | Rs. A. P. | BENGAL. | |
| ... | ... | ... | 12 0 | 12 0 | 10 8 | A 11 4 | 11 4 | 11 8 1 3 | 4 0 | 3 4 0 | 3 8 0 | Burdwan. | 1 |
| ... | ... | ... | 15 0 | 16 0 | 8 0 | B 10 8 | 10 8 | 10 8 \| 3 | 12 0 | 3 12 0 | 3 10 6 | Birbhum. | 2 |
| ... | ... | ... | 13 4 | 12 0 | 10 8 | C 11 10 | 11 0 | 10 0 \| 3 | 8 0 | 3 12 0 | 3 12 0 | Bankura. | 3 |
| ... | ... | ... | ... | ... | { 8 0 to 9 0 } | D 10 8 | 10 8 | 10 0 \| 3 | 7 0 | 3 8 0 | 3 10 0 | Midnapore. | 4 |
| ... | ... | ... | 8 0 | 8 0 | 8 0 | E 10 8 | 10 8 | 10 0 \| 3 | 12 0 | 3 12 0 | 3 12 0 | Hooghly. | 5 |
| ... | ... | ... | 11 8 | 11 8 | 10 8 | F 10 8 | 10 8 | 10 8 \| 3 | 12 0 | 3 12 0 | 4 0 0 | Howrah. | 6 |
| ... | ... | ... | 12 0 | 11 8 | 10 12 | G 10 10 | 10 10 | 10 11 \| 3 | 5 0 | 3 6 0 | 3 10 0 | 24-Parganas. | 7 |
| 20 0 | 18 0 | 16 0 | 9 0 | 9 0 | 9 6 | H 11 0 | 11 0 | 11 0 \| 3 | 6 0 | 3 6 0 | 3 8 0 | Calcutta. | 8 |
| ... | ... | ... | 11 8 | 11 8 | 9 2 | I 12 8 | 12 8 | 11 6 \| 3 | 3 0 | 3 3 0 | 3 8 0 | Nadia. | 9 |
| ... | ... | ... | 12 8 | 12 0 | 11 0 | J 11 0 | 11 0 | 11 0 \| 3 | 6 0 | 3 6 6 | 3 7 0 | Murshidabad. | 10 |
| ... | ... | ... | 17 0 | 17 0 | 10 0 | K 10 0 | 10 0 | 10 0 \| 3 | 14 0 | 3 12 0 | 3 13 0 | Jessore. | 11 |
| ... | ... | ... | 10 12 | 10 12 | 8 0 | L 10 0 | 10 0 | 10 0 \| 3 | 12 0 | 3 12 0 | 3 12 0 | Khulna. | 12 |
| ... | ... | ... | 12 0 | 12 0 | 13 8 | M 10 8 | 10 8 | 9 12 \| 3 | 10 9 | 3 12 0 | 4 0 0 | Rajshahi. | 13 |
| ... | ... | ... | 10 12 | 10 12 | 8 6 | N 11 0 | 10 8 | 10 0 \| 3 | 7 0 | 3 12 0 | 4 0 0 | Dinajpur. | 14 |
| ... | ... | ... | ... | ... | 10 0 | O 10 0 | 10 0 | 10 0 \| 3 | 9 0 | 3 8 0 | 3 13 0 | Jalpaiguri. | 15 |
| 21 0 | 20 0 | 22 0 | 6 8 | 6 8 | 6 8 | P { 8 8 8 8 } | 8 8 | 8 0 \| 4 | 10 0 | 4 10 0 | 4 12 0 | Darjeeling. | 16 |
| 17 0 | 13 0 | 11 0 | 10 0 | 10 0 | 6 0 | Q 10 8 | 10 8 | 9 0 \| 3 | 12 0 | 3 12 0 | 4 0 0 | Rangpur. | 17 |
| ... | ... | ... | 13 8 | 13 8 | 12 0 | R 10 8 | 10 8 | 10 2 \| 3 | 10 8 | 3 10 8 | 3 13 4 | Bogra. | 18 |
| ... | ... | ... | 9 12 | 9 12 | 8 4 | S 10 8 | 10 8 | 9 12 \| 3 | 11 0 | 3 11 0 | 3 13 0 | Pabna. | 19 |
| ... | ... | ... | 11 8 | 11 8 | 9 12 | T 10 8 | 10 8 | 10 0 \| 3 | 12 0 | 3 12 0 | 3 14 0 | Dacca. | 20 |
| ... | ... | ... | 8 8 | 8 8 | 7 8 | U 10 0 | 10 0 | 9 0 \| 3 | 12 0 | 3 12 0 | 4 6 0 | Mymensingh. | 21 |
| ... | ... | ... | 13 0 | 13 0 | 6 12 | V 10 10 | 10 10 | 10 0 \| 3 | 10 0 | 3 12 0 | 4 0 0 | Fariapur. | 22 |
| ... | ... | ... | ... | ... | ... | W 10 0 | 10 0 | 10 0 \| 3 | 10 0 | 3 10 0 | 3 10 0 | Backergunge. | 23 |

K. In the subdivisions the retail prices of salt per rupee are—Bagerhat 10 seers; Satkhira 11 seers.
L. In the subdivisions the retail prices of salt per rupee are—Nator 10 seers 8 chitaks; Naugaon 10 seers 2 chitaks.
M. No report from subdivision.
N. At Alipur Duars the retail price of salt is 8 seers per rupee.
O. Kurseong and Siliguri returns not received.
P. In the subdivisions the retail prices of salt per rupee are—Gaibanda 10 seers; Kurigram 8 seers; Nilphamari 10½ seers.
Q. At Sirajganj the retail price of salt is 12 seers 11 chitaks per rupee.
R. In the marts in the interior of the district the retail prices of salt per rupee are—Madanganj 11 seers 13 chitaks; Manikganj 9 seers; Mirkadin 11 seers 6 chitaks.
S. In the subdivisions the retail prices of salt per rupee are—Kishorganj 10 seers 11 chitaks; Jamalpur 10 seers 10 chitaks; Tangail 9½ seers; Netrokona 10 seers 12 chitaks.
T. In the subdivisions the retail prices of salt per rupee are—Goalundo 10 seers; Madaripur 10½ seers (crushed).
U. In the subdivisions the retail prices of salt per rupee are—Pirojpur 10 seers; Patuakhali 9 seers; Bhola 10 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

| Number. | | DISTRICTS. | QUANTITIES PER RUPEE IN | | | | | | | | | | | | | |
|--|----|-------------------|-------------------------|------------------------|------------------------------------|-------------------|------------------------|------------------------------------|----------------------------|------------------------|------------------------------------|-----------------------------------|------------------------|------------------------------------|--------|--|
| | | | WHEAT. | | | BARLEY. | | | RICE, COMMON. | | | JOWAR OR CHOLU (Sorghum Vulgare). | | | | |
| | | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | |
| BENGAL—concluded. | | | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | |
| CHITTAGONG DIVISION. | 24 | Tippera ... | ... | ... | ... | ... | ... | ... | 14 0 | 14 0 | Aman 8 0 Aus 12 5 | | ... | ... | ... | |
| | 25 | Noakhali ... | ... | ... | ... | ... | ... | ... | 12 0 | 12 0 | 11 0 | ... | ... | ... | ... | |
| | 26 | Chittagong ... | ... | ... | ... | ... | ... | ... | 12 10 | 12 12 | 10 9 | ... | ... | ... | ... | |
| BIHAR. | | | | | | | | | | | | | | | | |
| PATNA DIVISION. | 27 | Patna ... | 14 0 | 14 8 | 13 8 | 20 0 | 21 0 | 18 0 | 13 0 | 12 0 | 12 8 | White 16 0 Raksa 26 0 | | White 16 0 Raksa 26 0 | 25 0 | |
| | 28 | Gaya ... | 13 12 | 14 0 | 12 4 | 18 0 | 19 0 | 14 8 | 12 0 | 11 8 | 10 8 | 16 0 | 15 8 | ... | ... | |
| | 29 | Shahabad ... | 14 0 | 13 0 | 12 0 | 20 0 | 20 0 | 16 0 | 12 0 | 11 8 | 10 0 | ... | ... | ... | ... | |
| | 30 | Saran ... | 15 0 | 15 0 | 13 6 | 23 0 | 20 0 | 16 0 | 16 0 | 13 0 | 12 0 | 35 0 | ... | ... | ... | |
| | 31 | Champaran ... | { 13 8 to 16 0 } | | 13 8 | 13 0 | 23 0 | 23 0 | 22 0 | 17 12 | 15 8 | 11 0 | ... | ... | ... | |
| | 32 | Muzaffarpur ... | 13 0 | 13 0 | 12 0 | 18 0 | 19 0 | 22 0 | 11 8 | 11 8 | 11 0 | ... | ... | ... | ... | |
| BHAGALPUR DIVISION. | 33 | Darbhanga ... | 14 1 | 15 6 | 12 0 | 17 9 | ... | ... | 15 6 | 13 8 | 12 0 | ... | ... | ... | ... | |
| | 34 | Monghyr ... | 15 0 | 14 0 | 12 9 | 23 8 | 23 0 | 17 13 | 10 4 | 10 0 | 11 9 | ... | ... | ... | ... | |
| | 35 | Bhagalpur ... | 13 16 | 13 14 | 13 2 | 19 0 | 19 0 | 20 4 | 12 10 | 11 10 | 11 8 | ... | ... | ... | ... | |
| | 36 | Purnea ... | 15 0 | 14 0 | 13 4 | ... | ... | ... | Aghani 10 0 Bhadai 14 0 | | 10 0 14 0 | 9 0 10 0 | ... | ... | ... | |
| | 37 | Malda ... | 16 8 | 16 0 | 13 0 | ... | ... | ... | 12 0 | 11 8 | 10 8 | ... | ... | ... | ... | |
| | 38 | Sonthal Parganas. | 11 8 | 11 8 | 10 0 | 15 0 | 15 0 | ... | 13 0 | 13 0 | 13 8 | ... | ... | ... | ... | |
| ORISSA. | | | | | | | | | | | | | | | | |
| ORISSA DIVISION. | 39 | Cuttack ... | 11 9 | 10 13 | 11 2 | ... | ... | ... | 15 1 | 14 12 | 11 13 | ... | ... | ... | ... | |
| | 40 | Balasore ... | ... | ... | 10 8 | ... | ... | ... | 14 0 | 14 0 | 11 8 | ... | ... | ... | ... | |
| | 41 | Angul ... | ... | ... | ... | ... | ... | ... | 13 0 | 13 0 | ... | ... | ... | ... | ... | |
| | 42 | Puri ... | 10 8 | 10 8 | 10 8 | ... | ... | ... | 14 7 | 15 0 | 13 2 | ... | ... | ... | ... | |
| CHOTA NAGPUR. | | | | | | | | | | | | | | | | |
| CHOTA NAGPUR DIVISION. | 43 | Hazaribagh ... | 11 0 | 10 8 | 11 0 | 14 8 | 14 0 | 13 4 | 13 8 | 13 0 | 11 8 | ... | ... | ... | ... | |
| | 44 | Ranchi ... | { 8 0 to 10 0 } | | 8 0 to 10 0 | 8 0 to 10 0 | 10 0 | 10 0 | 16 0 | 14 8 | 15 0 | 12 10 | ... | ... | ... | |
| | 45 | Palamau ... | 11 4 | 11 4 | 9 9 | 13 8 | 13 8 | 13 8 | 15 12 | 12 6 | 10 11 | ... | ... | ... | ... | |
| | 46 | Manbhum ... | 12 | 12 0 | 11 0 | 16 0 | 20 0 | 20 0 | 14 0 | 13 0 | 13 0 | 22 0 | 22 0 | 16 0 | ... | |
| | 47 | Singhbhum ... | 11 0 | 11 0 | 10 0 | ... | ... | ... | 14 0 | 13 0 | 13 0 | ... | ... | ... | ... | |
| V. In the subdivisions the retail prices of salt per ... | | | | | | | | | | | | | | | | |

V. In the subdivisions the retail prices of salt per rupee are—Chandpur 9 seers ; Brahmanbaria 10 seers.
W. At Feni hat the retail price of salt is 10 seers per rupee.
X. Return from Cox's Bazar not received.
Y. In the subdivisions the retail prices of salt per rupee are—Barh return not received ; Dinapore 10½ seers ; Bihar return not received.
Z. In the subdivisions the retail prices of salt per rupee are—Jahanabad 10 seers ; Nawada 10½ seers ; Aurangabad 11 seers.
a. In the subdivisions the retail prices of salt per rupee are—Buxar return not received ; Bhabua 10½ seers ; Sasaram 11 seers.
b. In the subdivisions the retail prices of salt per rupee are—Siwan 11 seers 6 chitaks ; Gopalganj (Mirganj) return not received.
c. At Bettiah the retail price of salt is 10½ seers per rupee.
d. In the subdivisions the retail prices of salt per rupee are—Hajipur 10½ seers ; Sitamarhi 11 seers.
e. In the subdivisions the retail prices of salt per rupee are—Samastipur return not received ; Madhubani 10 seers 6 chitaks.

| KANGNI OR KAKUN, ITALIAN MILLET. (<i>Setaria Italica</i> .) | | | | | | GRAM, CHANA, CHHOLA, KADALA OR SUNAGA. (<i>Cicer arietinum</i> .) | | | | | |
|--|-----|-----------------------------|-----|---|-----|---|-----|-----------------------------|-----|---|-----|
| Present return. | | Next preceding re- turn. | | Corresponding re- turn of last year. | | Present return. | | Next preceding re- turn. | | Corresponding re- turn of last year. | |
| S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | 9 | 8 | 9 | 8 | 9 | 8 |
| ... | ... | ... | ... | ... | ... | 10 | 4 | 10 | 4 | 9 | 8 |
| 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 21 | 0 | 15 | 0 |
| 16 | 0 | 15 | 0 | 19 | 8 | 18 | 8 | 19 | 0 | 15 | 0 |
| ... | ... | ... | ... | ... | ... | 20 | 0 | 20 | 0 | 16 | 0 |
| 17 | 0 | 16 | 0 | 13 | 0 | 22 | 0 | 21 | 0 | 16 | 0 |
| ... | ... | ... | ... | ... | ... | 21 | 8 | 21 | 0 | 13 | 8 |
| ... | ... | ... | ... | ... | ... | 19 | 0 | 19 | 0 | 16 | 0 |
| ... | ... | ... | ... | ... | ... | 18 | 11 | 19 | 12 | 15 | 8 |
| ... | ... | ... | ... | ... | ... | 20 | 0 | 21 | 0 | 15 | 12 |
| ... | ... | ... | ... | ... | ... | 17 | 12 | 17 | 12 | 15 | 4 |
| ... | ... | ... | ... | ... | ... | Large 14 0 14 0 Small 16 0 16 0 | | } 11 | | } 11 | |
| ... | ... | ... | ... | ... | ... | | | | | | |
| ... | ... | ... | ... | ... | ... | | | | | | |
| ... | ... | ... | ... | ... | ... | 21 | 0 | 21 | 0 | 14 | 0 |
| ... | ... | ... | ... | ... | ... | 15 | 0 | 15 | 0 | 12 | 0 |
| ... | ... | ... | ... | ... | ... | Biri or kalai 16 11 16 8 13 | | Chhola. 14 0 14 0 10 8 | | Biri. 11 0 15 0 15 0 11 | |
| ... | ... | ... | ... | ... | ... | | | | | | |
| ... | ... | ... | ... | ... | ... | 18 | 0 | 18 | 0 | ... | ... |
| ... | ... | ... | ... | ... | ... | 16 | 7 | 14 | 8 | 11 | 11 |
| ... | ... | ... | ... | ... | ... | 14 | 0 | 14 | 0 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 13 0 to 14 0 | | } 13 0 | | } 11 | |
| ... | ... | ... | ... | ... | ... | | | | | | |
| ... | ... | ... | ... | ... | ... | 15 | 12 | 16 | 14 | 10 | 11 |
| ... | ... | ... | ... | ... | ... | 15 | 0 | 15 | 0 | 13 | ... |
| ... | ... | ... | ... | ... | ... | 12 | 0 | 12 | 0 | 9 | ... |

Station Bazars of the Districts of Bengal on the 15th October 1902—concl.

| | | | | | | | | | | | | WHOLESALE PRICES PER MAUND OF 40 SEERS. | | | DISTRICTS. | Number. |
|---|------------------------------|---------------------------------------|---|------------------------------|---------------------------------------|-----------------|------------------------------|---------------------------------------|-----------------|------------------------------|---------------------------------------|---|-------------------|----|------------|---------|
| INDIAN-CORN OR MAIZE. (Zea mays.) | | | ARHAR OR THUR, CADJAN PEA. (Cajanus Indicus.) | | | SALT. | | | SALT. | | | | | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | | | | |
| S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | Rs. A. P. | Rs. A. P. | Rs. A. P. | BENGAL—concluded. | | | |
| ... | ... | ... | ... | ... | ... | V 10 0 | 10 0 | 9 0 | Panga. | 3 12 0 | 3 14 0 | 4 8 0 | Tippera. | 24 | | |
| ... | ... | ... | ... | ... | ... | W 9 0 | 9 0 | 9 0 | Panga. | 4 2 0 | 4 2 0 | 4 8 0 | Noakhali. | 25 | | |
| ... | ... | ... | 8 12 | 8 8 | 8 9 | X 10 0 | 10 0 | 9 8 | Panga. | 3 6 0 | 3 6 0 | 3 14 0 | Chittagong. | 26 | | |
| 25 8 | 27 0 | 21 0 | 21 8 | 22 0 | 16 0 | Y 10 12 | 10 12 | 10 8 | Panga. | 3 11 0 | 3 11 0 | 3 12 0 | BIHAR. | | | |
| 24 8 | 23 8 | 18 0 | 15 0 | 15 0 | 12 8 | Z 11 4 | 11 0 | 10 4 | 3 8 6 | 3 9 0 | 4 0 0 | 4 0 0 | Patna. | 27 | | |
| 22 0 | ... | 19 0 | 12 0 | 12 0 | 12 0 | a 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 0 0 | 4 0 0 | Gaya. | 28 | | |
| 30 0 | 25 0 | 20 0 | 15 0 | 15 0 | 12 0 | b 11 4 | 11 0 | 10 8 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | Shahabad. | 29 | | |
| 31 0 | 25 8 | 24 8 | 22 0 | 22 0 | 18 8 | c 11 0 | 10 8 | 10 0 | 3 9 0 | 3 13 0 | 4 0 0 | 4 0 0 | Saran. | 30 | | |
| 25 0 | 25 0 | 21 0 | 14 0 | 13 8 | 12 8 | d 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 0 0 | 4 0 0 | Champanan. | 31 | | |
| 24 4 | 19 12 | 23 1 | 13 3 | 13 3 | 12 0 | e 11 0 | 11 0 | 10 4 | 3 10 0 | 3 10 0 | 3 10 0 | 3 10 0 | Muzaffarpur. | 32 | | |
| 30 0 | 30 0 | 22 4 | 16 0 | 11 0 | 16 12 | f 10 0 | 10 0 | 10 8 | 3 14 6 | 4 0 0 | 3 6 6 | 3 6 6 | Darbhanga. | 33 | | |
| 26 8 | 21 8 | 20 4 | 12 10 | 12 10 | 10 14 | g 10 12 | 10 12 | 10 0 | 3 10 0 | 3 10 0 | 3 11 6 | 3 11 6 | Monghyr. | 34 | | |
| ... | ... | ... | 10 0 | 11 0 | 8 0 | h 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 0 0 | 4 0 0 | Bhagalpur. | 35 | | |
| ... | ... | ... | 14 0 | 14 0 | 10 0 | i 10 0 | 10 0 | 9 8 | 3 12 0 | 3 13 0 | 4 0 0 | 4 0 0 | Purnea. | 36 | | |
| 28 0 | 32 0 | 31 0 | 18 0 | 18 0 | 13 0 | j 10 8 | 10 8 | 9 8 | 3 13 0 | 4 0 0 | 4 0 0 | 4 0 0 | Malda. | 37 | | |
| ... | ... | ... | 15 12 | 15 12 | 13 7 | k 13 0 | 13 0 | 13 0 | 3 0 0 | 3 0 0 | 3 2 0 | 3 2 0 | Sonthal Parganas. | 38 | | |
| ... | ... | ... | 10 0 | 10 0 | 10 0 | l 11 0 | 11 0 | 11 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | ORISSA. | | | |
| ... | ... | ... | 15 0 | 15 0 | ... | m 8 0 | 8 0 | ... | 1 0 0 | ... | ... | ... | Cuttack. | 39 | | |
| ... | ... | ... | 9 3 | 10 8 | 7 0 | n 12 7 | 13 0 | 13 8 | 3 2 0 | 3 1 0 | 2 14 0 | 2 14 0 | Balasore. | 40 | | |
| 25 0 | 22 0 | 23 0 | 9 8 | 9 8 | 9 0 | 8 8 | 8 8 | 8 0 | 4 7 0 | 4 7 0 | 4 11 0 | 4 11 0 | Angul. | 41 | | |
| 26 0 | 20 0 | 32 0 | 6 8 | 6 0 | 6 0 | 9 12 | 9 12 | 9 0 | 4 0 0 | 4 0 0 | 4 6 0 | 4 6 0 | Puri. | 42 | | |
| 27 0 | 25 14 | 27 0 | 11 13 | 12 0 | 10 2 | 10 6 | 10 2 | 8 7 1 | ... | ... | ... | ... | CHOTA NAGPUR. | | | |
| 26 0 | 30 0 | 24 0 | 11 8 | 12 0 | 10 8 | 10 8 | 10 8 | 10 0 | 3 8 0 | 3 8 0 | 3 12 0 | 3 12 0 | Hazaribagh. | 43 | | |
| ... | ... | ... | 10 0 | 10 0 | 8 0 | 9 0 | 9 0 | 9 0 | 4 0 0 | 4 4 0 | 3 8 0 | 3 8 0 | Ranchi. | 44 | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Palamau. | 45 | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Manbhum. | 46 | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Singbhum. | 47 | | |

f. In the subdivisions the retail prices of salt are as follows:

f. In the subdivisions the retail prices of salt per rupee are—Begusarai 10½ seers; Jamui return not received.
g. In the subdivisions the retail prices of salt per rupee are—Banka 10 seers; Madhipura 10 seers; Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.
i. At Balia Nawabganj the retail price of salt is 10 seers per rupee.
j. In the subdivisions the retail prices of salt per rupee are—Deoghur 10 seers (panga); Godda 10 seers; Jamtara 11 seers; Pakaur 11 seers (karkatch); Rajmahal 11 seers.
k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers 10 chitaks (panga); Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m. In the marts in the interior of the district the retail prices of salt per rupee are—Sankhpur 8½ seers; Bissipara 9 seers.
n. At Khurda the retail price of salt is 13 seers per rupee.
o. Gobindpur return not received.

Published for general information.

W. C. MACPHERSON,
Offg. Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.

| Number. | MARKS. | RICE (BEST SORT). | | | COMMON RICE (mota chaul). | | | WHEAT (<i>Triticum sativum</i>). | | | BARLEY (<i>Hordeum vulgare</i>). | | |
|---------|-------------|-------------------|------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|
| | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 1 | Calcutta | 5 4 0 | 5 4 0 | 5 4 0 | 3 12 0 | 3 12 0 | 4 4 0 | 3 8 0 | 3 8 0 | 3 8 0 | 2 6 0 | 2 6 0 | 2 6 0 |
| 2 | Burdwan | 4 6 0 | 4 7 0 | 5 0 0 | 3 4 0 | 3 4 0 | 3 8 0 | ... | ... | ... | ... | ... | ... |
| 3 | Midnapore | 4 0 0 | 4 0 0 | 4 8 0 | 3 5 0 | 3 4 0 | 3 12 0 | ... | ... | ... | ... | ... | ... |
| 4 | Pabna | 6 10 0 | 6 10 0 | 6 10 6 | 3 4 0 | 3 5 3 | 3 12 0 | 2 8 6 | 2 8 6 | 2 10 0 | ... | ... | ... |
| 5 | Rangpur | 5 0 0 | 5 0 0 | 6 0 0 | 4 0 0 | 4 0 0 | 4 0 0 | 3 4 0 | 3 12 0 | 3 12 0 | ... | ... | ... |
| 6 | Dacca | 4 4 0 | 4 4 0 | 5 0 0 | 3 6 0 | 3 6 0 | 3 14 0 | 3 4 0 | 3 4 0 | 3 10 0 | 2 12 0 | 2 12 0 | 2 10 0 |
| 7 | Chittagong | ... | ... | ... | 3 2 0 | 3 4 0 | 3 8 0 | ... | ... | ... | ... | ... | ... |
| 8 | Patna | 3 5 0 | 3 12 0 | 4 2 6 | 3 0 0 | 3 4 0 | 3 3 3 | 2 13 0 | 2 12 0 | 2 15 0 | 1 15 0 | 1 14 0 | 2 3 0 |
| 9 | Muzaffarpur | 5 0 0 | 5 0 0 | 4 7 0 | 3 5 3 | 3 5 3 | 3 7 9 | 2 13 9 | 2 13 9 | 3 3 0 | 2 1 3 | 2 0 0 | 1 11 9 |
| 10 | Bhagalpur | 4 3 6 | 4 3 6 | 4 2 0 | 3 10 6 | 3 10 6 | 3 7 0 | 2 14 0 | 2 14 0 | 3 0 0 | 2 0 6 | 2 0 6 | 1 15 0 |
| 11 | Cuttack | 4 4 0 | 4 4 0 | 4 1 0 | 2 9 0 | 2 9 0 | 3 3 0 | 3 6 6 | 3 7 6 | 3 6 0 | ... | ... | ... |
| 12 | Ranhi | 4 10 9 | 4 10 9 | 4 0 6 | 2 12 0 | 2 10 6 | 3 2 8 | 4 0 0 to 5 0 0 | 3 13 0 to 5 0 0 | 4 0 0 to 5 0 0 | 4 0 0 | 4 0 0 | 2 8 0 |

CALCUTTA,
The 20th October 1902.

| JUAR OR CHOLUM (<i>Sorghum vulgare</i>). | | | BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>). | | | MARUA OR RAGI (<i>Eleusine corocana</i>). | | | GRAM, CHANA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>). | | |
|--|------------------------|------------------------------------|--|------------------------|------------------------------------|---|------------------------|------------------------------------|--|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 2 10 0 | 2 12 0 | 3 0 0 | 2 12 0 | 3 0 0 | 3 8 0 | ... | ... | ... | 2 12 0 | 2 8 0 | 3 0 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 9 0 | 2 8 0 | 2 14 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 8 0 | 2 8 0 | 3 2 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 10 6 | 2 10 6 | 3 5 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 8 0 | 2 8 0 | 3 4 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 8 0 | 3 8 0 | 3 6 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 6 0 | 3 8 0 | 3 12 0 |
| White. 2 7 0 Raksa. 1 8 0 | 2 7 0 1 7 0 | 1 9 0 | ... | ... | ... | 1 15 0 | 1 15 0 | 1 14 0 | 1 15 0 | 1 14 0 | 2 9 6 |
| ... | ... | | ... | ... | ... | 1 9 6 | 1 9 6 | 1 9 6 | 2 0 0 | 2 0 0 | 2 5 6 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 4 0 | 2 4 0 | 2 10 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 4 0 | 2 4 0 | Biri or kalai. 2 13 6 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | { 2 13 6 to 3 1 3 } | 3 1 0 | { 3 7 0 to 3 10 0 } |

| PRICE PER MAUND OF | | | | | | | | | | | |
|--|------------------------|------------------------------------|--|---------------------------|------------------------------------|-----------------|------------------------|------------------------------------|---|--------------------------|------------------------------------|
| INDIAN-CORN OR MAIZE (<i>zea mays</i>). | | | ARHAR DAL OR THUR— CADJAN PEA (<i>Cajanus indicus</i>). | | | LINSSEED. | | | MUSTARD AND RAPSEED. | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 2 0 0 | 2 0 0 | 2 6 0 | 4 4 0 | 4 4 0 | 4 0 0 | 6 12 0 | 6 8 0 | 6 12 0 | 5 0 0 | 4 12 0 | 5 0 0 |
| ... | ... | ... | 3 3 0 | 3 3 0 | 3 14 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 5 0 0 |
| ... | ... | ... | 4 0 0 | 4 0 0 | { 4 0 0 to 4 10 0 } | 6 6 0 | 6 8 0 | 6 0 0 | 4 4 0 Black mustard. to 4 10 0 | 4 10 0 to 4 12 0 | 4 12 0 |
| ... | ... | ... | 4 5 0 | 4 5 0 | 4 13 0 | 4 8 0 | 4 8 0 | 6 8 0 | 4 10 0 Rapeseed. | 4 12 0 | 4 4 0 |
| 2 4 0 | 3 2 0 | 3 4 0 | 4 0 0 | 4 0 0 | 5 8 0 | ... | ... | ... | 6 3 0 | 6 3 0 | 5 8 0 |
| ... | ... | ... | 3 8 0 | 3 8 0 | 4 0 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 5 4 0 |
| ... | ... | ... | 4 4 0 | 4 0 0 | 5 6 0 | ... | ... | ... | ... | ... | ... |
| 1 8 9 | 1 6 6 | 1 14 0 | 2 5 0 | 2 3 0 | 2 7 6 | 5 0 0 | 5 0 0 | 5 0 0 | 4 6 0 | 4 8 0 | 5 8 0 |
| 1 8 6 | 1 8 6 | 1 13 0 | 2 12 0 | 2 13 9 | 3 1 3 | ... | ... | ... | ... | ... | ... |
| 1 14 6 | 1 14 6 | 1 15 0 | 3 2 0 | 3 2 0 | 3 12 0 | 6 0 0 | 6 0 0 | ... | ... | ... | ... |
| ... | ... | ... | 2 5 6 | 2 6 3 | 2 11 6 | ... | ... | ... | 4 0 0 Mustard. 4 0 6 Rapeseed. | 4 0 0 to 4 0 6 | 4 12 0 |
| ... | ... | ... | 6 2 6 | { 6 2 6 to 6 10 0 } | 5 11 0 to 6 10 0 } | 5 11 6 | 6 10 0 | 5 8 0 | 4 4 9 | 4 4 9 | 4 5 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | { 4 7 0 to 5 0 0 } | { 5 0 0 to 5 0 0 } | 4 12 0 |

STANDARD SEERS.

| TEL OR JINJILI SEED. | | | SUGAR (RAW). | | | COTTON, CLEANED. | | | JUTE. | | |
|----------------------|------------------------|------------------------------------|---------------------------|---------------------------|------------------------------------|------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 4 8 0 | 4 8 0 | 5 0 0 | 4 4 0 | 4 4 0 | 4 0 0 | 16 0 0 | 15 0 0 | 17 0 0 | 5 0 0 | 5 4 0 | 5 0 0 |
| ... | ... | ... | 4 0 0 | 4 0 0 | 4 0 0 | 20 0 0 | 19 0 0 | 16 0 0 | ... | ... | ... |
| ... | ... | ... | { 3 12 0 to 4 4 0 } | { 3 8 0 to 3 12 0 } | { 3 8 0 to 4 0 0 } | 20 0 0 | 20 0 0 | 20 0 0 | ... | ... | ... |
| ... | ... | ... | 3 14 0 | 3 14 0 | 4 0 0 | 21 0 0 | 21 0 0 | 21 0 0 | ... | 4 15 0 | 4 0 0 |
| ... | ... | ... | 4 0 0 | 4 0 0 | 6 4 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 5 0 0 |
| ... | ... | ... | 5 0 0 | 4 8 0 | 6 8 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 4 0 0 |
| ... | ... | ... | 6 0 0 | 5 8 0 | 5 8 0 | 14 4 0 | 14 8 0 | 14 0 0 | ... | ... | ... |
| 5 12 0 | 5 11 0 | 5 0 0 | 3 8 0 | 2 12 0 | 3 8 0 | 15 0 0 | 15 0 0 | 16 0 0 | 3 8 0 | 3 8 0 | 3 4 0 |
| ... | ... | ... | 2 10 6 | 2 8 0 | 3 10 0 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 4 1 0 | 4 1 0 | 5 4 0 | 19 0 0 | 19 0 0 | 18 8 0 | ... | ... | ... |
| 4 2 6 | 4 2 6 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 20 0 0 | 20 0 0 | 22 0 0 | ... | ... | ... |
| ... | ... | ... | { 4 0 0 to 4 7 0 } | { 4 0 0 to 4 7 0 } | { 4 0 0 to 4 7 0 } | 20 0 0 | 20 0 0 | 22 12 0 | ... | ... | ... |

| GHI (CLARIFIED BUTTER). | | | TOBACCO LEAF. | | | HIDES (COW). | | | GRASS. | | |
|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 87 0 0 | 39 0 0 | 42 8 0 | 7 0 0 | 7 0 0 | 9 0 0 | Per 100 pieces. | | | 1 0 0 | 1 0 0 | 0 14 0 |
| 30 0 0 | 30 0 0 | 42 0 0 | ... | ... | ... | 250 0 0 | 250 0 0 | 250 0 0 | ... | ... | ... |
| 28 0 0 | 29 8 0 | 41 0 0 | Madhukhali. | | | Uncleaned hide per piece. | | | ... | ... | ... |
| 53 0 0 | 53 0 0 | 52 0 0 | 5 12 0 | 5 12 0 | 5 8 0 | 1 8 0 | 1 0 0 | 1 0 0 | } | ... | ... |
| | | | 7 8 0 | 7 8 0 | 7 4 0 | to | to | to | | | |
| 36 0 0 | 36 0 0 | 42 0 0 | Pulta. | | | 2 12 0 | 2 8 0 | 2 2 0 | } | ... | ... |
| 40 0 0 | 40 0 0 | 45 0 0 | 7 8 0 | 7 0 0 | 8 4 0 | Cleaned hide per piece. | | | | | |
| 32 0 0 | 32 0 0 | 43 8 0 | ... | ... | ... | 1 12 0 | 1 4 0 | 1 2 0 | } | ... | ... |
| 30 0 0 | 30 0 0 | 35 0 0 | 7 8 0 | 7 0 0 | 8 4 0 | 3 0 0 | 2 12 0 | 2 4 0 | | | |
| 27 13 0 | 29 1 6 | 35 9 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 32 0 0 | 32 0 0 | 40 0 0 | 10 0 0 | 10 0 0 | 9 0 0 | ... | ... | ... | 0 2 6 | 0 2 6 | 0 2 6 |
| 33 12 0 | 33 6 0 | 39 0 0 | 7 8 0 | 7 8 0 | 8 0 0 | Per maund. | | | 0 4 0 | 0 4 0 | 3 0 0 |
| 29 8 0 | 29 8 0 | 36 0 0 | 6 12 0 | 7 0 0 | 10 8 0 | 25 0 0 | 25 0 0 | 20 0 0 | ... | ... | ... |
| 34 0 0 | 34 0 0 | 41 4 0 | 4 0 0 | 4 0 0 | 3 0 0 | 16 0 0 | 16 4 0 | 18 4 0 | ... | ... | ... |
| ... | ... | ... | 8 0 0 | 8 0 0 | 8 0 0 | ... | ... | ... | 0 4 0 | 0 4 0 | 0 4 0 |
| ... | ... | ... | 8 0 0 | 8 0 0 | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
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in the undermentioned *Marts* of Bengal on the 15th October 1902.

| PRICES PER MAUND OF 40 STANDARD SEERS. | | | | | | | | | | | | | | | | MARTS. |
|--|-------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-------------------------|-------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|--------|
| STRAW. | | | JUAR STALKS. | | | IRON. | | | FIREWOOD. | | | SALT. | | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | |
| 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | |
| 0 12 0 | 0 12 0 | 1 0 0 | ... | ... | ... | 5 12 0 | 5 12 0 | 5 4 0 | 0 8 0 | 0 8 0 | 0 9 0 | 3 6 0 | 3 6 0 | 3 8 0 | 1. Calcutta. | |
| 0 10 8 | 0 11 0 | 0 12 0 | ... | ... | ... | ... | ... | ... | 0 8 0 | 0 8 0 | 0 5 6 | 3 4 0 | 3 4 0 | 3 8 0 | 2. Burdwan. | |
| 0 4 3 | 0 4 3 | 0 9 6 | ... | ... | ... | { 3 12 0 to 4 4 0 | { 3 12 0 to 4 4 0 | { 4 0 0 to 5 0 0 | 0 4 0 | 0 4 0 | 0 4 0 | 3 7 0 | 3 8 0 | 3 10 0 | 3. Midnapore. | |
| 1 0 0 | 1 0 0 | 1 0 0 | ... | ... | ... | 7 0 0 | 7 0 0 | 7 12 0 | 0 10 0 | 0 10 0 | 0 5 0 | 3 11 0 | 3 11 0 | 3 13 0 | 4. Pabna. | |
| 0 7 0 | 0 7 0 | 0 7 0 | ... | ... | ... | 7 0 0 | 7 0 0 | 7 0 0 | 0 5 0 | 0 5 0 | 0 5 0 | 3 12 0 | 3 12 0 | 0 4 0 0 | 5. Rangpur. | |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 5 0 0 | 5 8 0 | 0 5 3 | 0 5 3 | 0 5 3 | 3 12 0 | 3 12 0 | 3 14 0 | 6. Dacca. | |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 4 12 0 | 5 8 0 | ... | ... | ... | 3 6 0 | 3 6 0 | 3 14 0 | 7. Chittagong. | |
| ... | ... | ... | ... | ... | ... | 4 0 0 | 4 0 0 | 5 0 0 | 0 7 0 | 0 7 0 | 0 6 0 | 3 11 0 | 3 11 0 | 3 12 0 | 8. Patna. | |
| ... | ... | ... | ... | ... | ... | 5 11 6 | 5 11 6 | 5 11 6 | 0 4 0 | 0 4 0 | 0 4 0 | 4 0 0 | 4 0 0 | 0 4 0 0 | 9. Muzaffarpur. | |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 5 0 0 | 5 0 0 | 0 5 9 | 0 5 9 | 0 5 9 | 3 10 0 | 3 10 0 | 3 11 6 | 10. Bhagalpur. | |
| 0 7 6 | 0 7 6 | 0 8 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 4 4 0 | 0 4 6 | 0 4 6 | 0 4 0 | 3 0 0 | 3 0 0 | 3 2 0 | 11. Cuttack. | |
| { 0 8 0 to 0 10 0 | { 0 8 0 to 0 10 0 | ... | ... | ... | ... | 5 10 0 | 5 10 0 | { 6 0 0 to 7 0 0 | 0 4 0 | 0 4 0 | 0 4 0 | 4 0 0 | 4 1 0 | 0 4 6 0 | 12. Ranchi. | |

W. C. MACPHERSON,
Offg. Secretary to the Govt. of Bengal.

Meteorological Report of the Province of

| METEOROLOGICAL DIVISION. | STATION OBSERVATIONS. | | | | | | | | | | | | | | |
|--------------------------|-----------------------|--------------------------|--------------------------|-------------------------------------|------------------------------------|-------------------------------|---|-----------------------------|--------------------------|-------------------------------|-------------------|------------------|---------------------------------|---------------------------------|-------------------------|
| | DIVISION. | DISTRICT. | Representative stations. | AIR PRESSURE. | | | | | WIND. | | TEMPERATURE. | | | | |
| | | | | Highest, 8 A.M., barometer reading. | Lowest, 8 A.M., barometer reading. | Mean, 8 A.M., reduced to 32°. | Mean reduced to sea-level and constant gravity, Lat. 45°. | Variation from normal mean. | Mean direction at 8 A.M. | Mean velocity in miles daily. | Highest of month. | Lowest of month. | Mean daily maximum temperature. | Mean daily minimum temperature. | Mean daily temperature. |
| | | | | | | | | | | | | | | | |
| SOUTH-WEST BENGAL. | Burdwan | Burdwan | Burdwan | 29.813 | 29.421 | 29.633 | 29.698 | -.010 | S13°E | 71 | 92.4 | 75.3 | 89.9 | 79.5 | 84.7 |
| | | Birbhum | Raniganj | 29.575 | 29.195 | 29.404 | 29.687 | - | N63°E | 28 | 94.2 | 71.9 | 90.2 | 77.4 | 83.8 |
| | | Bankura | Bankura | 29.607 | 29.302 | 29.423 | 29.671 | - | S67°E | 77 | 93.6 | 74.4 | 89.7 | 78.3 | 84.0 |
| | | Midnapore | Midnapore | 29.761 | 29.334 | 29.588 | 29.683 | -.019 | S45°E | 69 | 92.3 | 74.7 | 90.1 | 78.7 | 84.4 |
| | | Hooghly | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Howrah | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Presidency | 24-Parganas | Saugor Island | 29.888 | 29.502 | 29.716 | 29.685 | -.006 | S21°E | 281 | 92.9 | 77.1 | 90.4 | 80.6 | 85.5 |
| | | Calcutta | Calcutta | 29.896 | 29.501 | 29.730 | 29.697 | -.004 | S15°E | 90 | 92.2 | 75.1 | 89.5 | 78.9 | 84.2 |
| | | Nadia | Krishnagar | 29.869 | 29.490 | 29.719 | 29.714 | - | S33°E | 88 | 93.3 | 74.2 | 90.6 | 78.2 | 84.4 |
| | | Murshidabad | Berhampore | 29.842 | 29.466 | 29.633 | 29.708 | 0 | S10°W | 84 | 93.3 | 75.3 | 89.0 | 78.9 | 83.9 |
| | | Jessore | Jessore | 29.881 | 29.496 | 29.732 | 29.712 | -.001 | S49°E | 34 | 93.0 | 73.7 | 89.5 | 78.7 | 84.1 |
| NORTH BENGAL. | Rajshahi | Khulna | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Rajshahi | Rampur Bonlia | 29.840 | 29.460 | 29.699 | 29.719 | +.014 | S10°E | 71 | 91.6 | 74.1 | 87.7 | 78.8 | 83.2 |
| | | Dinajpur | Dinajpur | 29.705 | 29.442 | 29.633 | 29.710 | -.012 | S67°E | 100 | 95.3 | 71.5 | 86.6 | 76.8 | 81.7 |
| | | Jalpaiguri | Jalpaiguri | 29.635 | 29.327 | 29.502 | 29.746 | +.009 | N63°E | 69 | 95.4 | 71.1 | 84.4 | 75.0 | 79.9 |
| | | Darjeeling | Darjeeling | 23.071 | 22.897 | 23.004 | - | -.025 | S63°E | 86 | 70.2 | 52.1 | 64.1 | 55.8 | 60.0 |
| | Dacca | Cooch Behar | Cooch Behar | 29.775 | 29.408 | 29.644 | 29.757 | - | N86°E | 64 | 95.9 | 71.6 | 85.0 | 76.0 | 80.5 |
| | | Rangpur | Rangpur | 29.801 | 29.494 | 29.672 | 29.760 | +.021 | S80°E | 96 | 95.2 | 70.8 | 86.5 | 76.1 | 81.4 |
| | | Bogra | Bogra | 29.825 | 29.498 | 29.699 | 29.713 | -.001 | S72°E | 131 | 92.7 | 73.2 | 87.3 | 77.4 | 82.3 |
| | | Pabna | Sirajganj | 29.866 | 29.503 | 29.730 | 29.729 | +.015 | S56°E | 48 | 90.3 | 75.2 | 86.4 | 77.9 | 82.2 |
| | | Dacca | Narayanganj | 29.898 | 29.542 | 29.763 | 29.737 | +.012 | S18°E | 174 | 91.1 | 76.2 | 87.7 | 79.7 | 83.7 |
| EAST BENGAL. | Chittagong | Mymensingh | Mymensingh | 29.848 | 29.522 | 29.725 | 29.736 | -.002 | S52°E | 70 | 91.7 | 73.1 | 86.4 | 77.4 | 81.9 |
| | | Faridpur | Faridpur | 29.873 | 29.516 | 29.740 | 29.734 | +.006 | S23°E | 90 | 90.3 | 73.9 | 87.8 | 78.5 | 83.2 |
| | | Backergunge | Barisal | 29.847 | 29.543 | 29.748 | 29.706 | -.020 | S10°E | 63 | 91.3 | 76.1 | 87.6 | 78.5 | 83.1 |
| | | Tippura | Comilla | 29.867 | 29.575 | 29.763 | 29.747 | - | S24°E | 122 | 92.3 | 74.3 | 88.7 | 77.0 | 82.9 |
| | | Noakhali | Noakhali | 29.850 | 29.567 | 29.748 | 29.738 | - | S39°E | ? | 90.2 | 75.4 | 86.8 | 77.9 | 82.4 |
| | Patna | Chittagong | Chittagong | 29.830 | 29.542 | 29.709 | 29.744 | -.006 | S56°E | 149 | 90.5 | 74.6 | 87.4 | 76.7 | 82.1 |
| | | Chittagong Hill Tracts | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Patna | Bankipore | 29.724 | 29.351 | 29.544 | 29.680 | -.019 | S74°E | 171 | 94.0 | 72.7 | 88.7 | 77.4 | 83.0 |
| | | Gaya | Gaya | 29.533 | 29.167 | 29.246 | 29.676 | -.015 | S56°E | 98 | 94.2 | 72.8 | 90.4 | 77.9 | 84.1 |
| | | Shahabad | Dehri | 29.531 | 29.189 | 29.368 | 29.673 | -.015 | S27°E | 167 | 92.8 | 73.5 | 89.4 | 78.1 | 83.8 |
| Bihar. | Bhagalpur | Shahabad | Buxar (c) | 29.670 | 29.338 | 29.490 | 29.684 | -.005 | S86°E | 112 | 92.5 | 73.1 | 89.3 | 77.6 | 83.4 |
| | | Arrah | Arrah | 29.729 | 29.385 | 29.551 | 29.694 | - | N56°E | 57 | 92.5 | 72.1 | 89.3 | 77.7 | 83.5 |
| | | Saran | Chapra | 29.721 | 29.350 | 29.548 | 29.683 | - | S77°E | 62 | 94.9 | 72.6 | 90.1 | 77.4 | 83.8 |
| | | Champaran | Motihar | 29.691 | 29.377 | 29.527 | 29.700 | - | N51°E | 118 | 92.9 | 71.8 | 88.5 | 76.4 | 82.5 |
| | | Muzaffarpur | Muzaffarpur | 29.734 | 29.439 | 29.598 | 29.731 | - | E | 89 | 92.7 | 73.2 | 87.5 | 77.5 | 82.5 |
| | Bhagalpur | Darbhanga | Darbhanga | 29.715 | 29.415 | 29.569 | 29.689 | -.016 | S63°E | 62 | 92.3 | 74.5 | 87.5 | 78.5 | 83.0 |
| | | Monghyr | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | Bhagalpur | Bhagalpur | 29.751 | 29.406 | 29.582 | 29.694 | +.005 | S54°E | 85 | 94.2 | 73.6 | 89.5 | 78.0 | 83.8 |
| | | Purnea | Purnea | 29.782 | 29.451 | 29.633 | 29.713 | +.001 | S75°E | 86 | 95.2 | 72.1 | 87.7 | 77.5 | 82.7 |
| | | Malda | Malda | 29.811 | 29.462 | 29.662 | 29.686 | - | S47°E | 112 | 94.1 | 72.5 | 88.4 | 78.5 | 83.5 |
| Orissa. | Orissa | Sonthal Parganas | Naya Dumka | 29.434 | 29.063 | 29.257 | 29.705 | +.003 | S42°E | 101 | 92.5 | 70.9 | 88.6 | 76.9 | 82.8 |
| | | Cuttack | Cuttack | 29.553 | 29.484 | 29.668 | 29.688 | +.005 | S45°W | 34 | 94.9 | 75.2 | 91.4 | 79.0 | 85.2 |
| | | False Point | False Point | 29.903 | 29.509 | 29.731 | 29.694 | +.005 | S75°W | 179 | 92.5 | 75.1 | 88.6 | 79.0 | 83.8 |
| | | Balasore | Balasore | 29.884 | 29.495 | 29.699 | 29.691 | -.007 | S51°W | 71 | 92.4 | 74.3 | 89.4 | 78.7 | 84.0 |
| | | Puri | Puri | 29.910 | 29.520 | 29.724 | 29.687 | - | N66°W | 212 | 90.7 | 75.6 | 89.0 | 79.6 | 84.3 |
| | Chota Nagpur. | Gopalpur | Gopalpur | 29.909 | 29.566 | 29.728 | 29.689 | -.003 | N78°W | 257 | 94.3 | 74.1 | 89.2 | 78.3 | 83.8 |
| | | Hazaribagh | Hazaribagh | 27.907 | 27.540 | 27.733 | 29.685 | -.014 | S45°W | 158 | 88.7 | 71.3 | 85.6 | 73.8 | 79.7 |
| | | Ranchi | Ranchi | 27.788 | 27.434 | 27.617 | 29.687 | -.012 | S14°W | 138 | 89.2 | 66.4 | 84.8 | 73.2 | 79.0 |
| | | Palamau | Daltonganj | 29.183 | 28.801 | 28.995 | 29.683 | - | S45°E | 41 | 93.6 | 68.0 | 89.3 | 75.5 | 82.4 |
| | | Manbhum | Purulia | 29.091 | 28.706 | 28.911 | 29.672 | - | S63°E | 32 | 94.5 | 69.9 | 89.6 | 75.2 | 82.5 |
| Assam. | Assam. | Singbhum | Chaibassa | 29.142 | 28.779 | 28.975 | 29.685 | -.002 | S45°W | 21 | 92.6 | 70.5 | 89.2 | 76.8 | 83.0 |
| | | Dibrugarh | Dibrugarh | 29.568 | 29.386 | 29.474 | 29.792 | - | N6°E | 41 | 96.2 | 69.5 | 85.7 | 74.0 | 79.9 |
| | | Sibsagar | Sibsagar | 29.621 | 29.395 | 29.488 | 29.779 | +.008 | N31°W | 38 | 94.2 | 72.5 | 86.4 | 76.4 | 81.4 |
| | | Tezpur | Tezpur | 29.694 | 29.454 | 29.588 | 29.769 | - | N76°E | 67 | 95.1 | 72.9 | 86.7 | 76.3 | 81.5 |
| | | Kamrup | Gauhati | 29.752 | 29.497 | 29.630 | 29.771 | - | ? | ? | 95.5 | 74.0 | 88.0 | 76.6 | 82.3 |
| | Assam. | Goalpara | Dhubri | 29.808 | 29.491 | 29.675 | 29.745 | +.006 | S82°E | 122 | 91.2 | 72.2 | 83.2 | 76.5 | 79.9 |
| | | Cachar | Silchar | 29.816 | 29.542 | 29.717 | 29.773 | +.014 | S45°W | 41 | 97.6 | 74.3 | 90.7 | 76.5 | 83.6 |
| | | Khasi and Jaintia Hills. | Shillong | 25.194 | 24.987 | 25.111 | - | - | S24°E | 58 | 78.6 | 58.0 | 73.9 | 63.1 | 65.5 |
| | | Cherrapunji | Cherrapunji | 25.730 | 25.523 | 25.663 | - | - | S27°W | 120 | 80.3 | 60.5 | 72.5 | 64.5 | 65.5 |
| | | | | | | | | | | | | | | | |

(a) Mean of 20 days. (b) Mean of 25 days. (c) Mean of 30 days.

| DISTRICT OBSERVATIONS. | | | | | | | | | | | | | | | DISTRICT. |
|------------------------|-----------------------------|---------------------------|------------------------------------|------------|-------------------|--------------|----------------------|-----------------------|-----------------------------------|-------------------------|--------------|------------|----------------------------|-----------------------------------|--------------|
| HUMIDITY. | | CLOUD. | | Rain-fall. | RAINFALL— | | | | | | | | | | |
| Went, 9 A.M. | Variation from normal mean. | Mean cloud amount, 8 A.M. | Variation from normal mean, 8 A.M. | | Of month. | | | | | Since 16th of May 1902. | | | | | |
| | | | | | Mean of district. | Normal mean. | Variation from mean. | Number of rainy days. | Normal mean number of rainy days. | Mean of district. | Normal mean. | Variation. | Mean number of rainy days. | Normal mean number of rainy days. | |
| 1 | +1 | 6.9 | -0.9 | 6.91 | 8.34 | 8.40 | -0.06 | 10.20 | 11.01 | 35.46 | 45.53 | -10.07 | 47.20 | 56.84 | Burdwan. |
| 2 | - | 4.4 | - | 12.82 | 15.65 | 10.97 | +4.68 | 11.83 | 12.01 | 52.83 | 49.99 | +2.84 | 59.33 | 58.81 | Birbhum. |
| 3 | - | 5.1 | - | 8.98 | 6.24 | 8.70 | -2.46 | 9.80 | 10.95 | 28.06 | 46.39 | -18.33 | 43.80 | 56.38 | Bankura. |
| 4 | - | 3.2 | - | 5.97 | 6.74 | 9.69 | -2.95 | 10.38 | 11.61 | 42.81 | 48.27 | -5.46 | 55.52 | 56.91 | Midnapore. |
| 5 | - | - | - | 9.02 | 8.85 | - | +0.17 | 12.33 | 11.06 | 40.80 | 46.88 | -6.08 | 59.00 | 61.00 | Hooghly. |
| 6 | - | - | - | 5.90 | 9.45 | - | -3.55 | 9.66 | 12.20 | 41.29 | 46.17 | -4.88 | 55.66 | 62.98 | Howrah. |
| 7 | -3 | 7.7 | +0.2 | 12.43 | 9.08 | 10.04 | -0.96 | 13.43 | 12.35 | 43.33 | 50.22 | -6.89 | 55.71 | 62.23 | 24-Parganas. |
| 8 | -1 | 7.5 | -0.7 | 6.98 | 6.98 | 10.40 | -3.42 | 12.00 | 13.38 | 47.11 | 49.39 | -2.28 | 60.00 | 67.78 | Calcutta. |
| 9 | - | 6.3 | - | 7.98 | 9.41 | 8.48 | +0.93 | 12.20 | 11.02 | 40.08 | 43.50 | -3.42 | 60.60 | 58.65 | Nadia. |
| 10 | +3 | 7.8 | -0.7 | 15.39 | 14.01 | 9.35 | +4.66 | 14.38 | 11.58 | 53.47 | 44.11 | +9.36 | 62.10 | 57.53 | Murshidabad. |
| 11 | +2 | 7.0 | -1.4 | 6.86 | 12.32 | 8.45 | +3.87 | 11.80 | 11.07 | 46.07 | 45.32 | +0.85 | 64.20 | 60.84 | Jessore. |
| 12 | - | - | - | 9.73 | 9.55 | - | +0.18 | 13.60 | 11.87 | 50.62 | 51.21 | -0.59 | 60.80 | 64.68 | Khulna. |
| 13 | - | 5.4 | - | 19.43 | 12.43 | 10.50 | +1.93 | 14.00 | 12.78 | 54.76 | 46.92 | +7.84 | 63.67 | 59.18 | Rajshahi. |
| 14 | - | 8.6 | - | 20.19 | 18.33 | 13.03 | +5.30 | 14.20 | 11.92 | 71.14 | 59.26 | +11.88 | 63.00 | 60.71 | Dinajpur. |
| 15 | - | 7.1 | - | 52.17 | 43.92 | 23.00 | +20.92 | 20.33 | 15.32 | 141.00 | 118.39 | +22.61 | 90.90 | 80.82 | Jalpaiguri. |
| 16 | +4 | (a) 8.1 | +0.2 | 46.84 | 45.90 | 19.29 | +26.61 | 21.67 | 17.09 | 133.56 | 104.43 | +29.13 | 97.50 | 92.51 | Darjeeling. |
| 17 | - | (a) 8.9 | - | 51.46 | 39.41 | 21.60 | +17.81 | 21.40 | 14.58 | 136.86 | 101.35 | +35.51 | 84.60 | 76.50 | Cooch Behar. |
| 18 | - | 6.9 | - | 23.20 | 20.10 | 14.10 | +6.00 | 17.29 | 12.31 | 72.57 | 65.10 | +7.47 | 73.41 | 59.96 | Rangpur. |
| 19 | - | 7.5 | - | 10.96 | 16.87 | 10.95 | +5.92 | 16.25 | 12.07 | 67.92 | 53.34 | +14.58 | 71.75 | 61.24 | Bogra. |
| 20 | - | 8.1 | - | 20.17 | 15.50 | 9.49 | +6.01 | 19.00 | 11.98 | 60.24 | 47.52 | +12.72 | 71.00 | 61.17 | Pabna. |
| 21 | 0 | 8.2 | +1.0 | 8.21 | 12.59 | 9.05 | +3.54 | 14.20 | 11.75 | 65.92 | 52.76 | +13.16 | 73.60 | 67.13 | Dacca. |
| 22 | - | (a) 7.4 | - | 10.69 | 11.47 | 12.73 | -1.26 | 15.25 | 12.83 | 79.47 | 68.96 | +10.51 | 76.88 | 68.56 | Mymensingh. |
| 23 | - | 5.8 | - | 10.61 | 11.89 | 8.28 | +3.61 | 14.00 | 11.09 | 61.52 | 48.43 | +13.09 | 75.00 | 62.88 | Faridpur. |
| 24 | - | 6.5 | - | 18.51 | 15.90 | 11.35 | +4.55 | 16.14 | 13.85 | 93.26 | 67.29 | +25.97 | 78.71 | 75.97 | Backergunge. |
| 25 | - | 5.0 | - | 9.44 | 9.58 | 9.40 | +0.09 | 11.25 | 11.92 | 61.16 | 55.95 | +5.21 | 66.03 | 64.31 | Tippera. |
| 26 | - | 6.3 | - | 14.20 | 13.09 | 14.15 | -1.06 | 16.75 | 14.53 | 101.05 | 90.44 | +10.61 | 96.50 | 80.30 | Noakhali. |

Table of Rainfall recorded at station

| Meteorological Division. | Division. | District. | Station. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------------------|--------------|-------------|-----------------------|------|------|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|
| SOUTH-WEST BENGAL. | Burdwan. | Burdwan | Kaina | 0.19 | 0.21 | 0.09 | ... | ... | ... | 0.07 | 0.75 | 2.01 | 0.57 | 0.12 | ... | ... | ... | ... | 0.01 | 0.78 | ... | ... | |
| | | Burdwan | Burdwan | 0.09 | 0.40 | 0.05 | 0.03 | 0.01 | 0.02 | 0.16 | 0.12 | 1.15 | 0.63 | 0.01 | ... | ... | 0.09 | ... | 0.02 | ... | ... | ... | |
| | | Burdwan | Katwa | 0.07 | 0.28 | 0.08 | ... | 0.10 | 0.02 | ... | 0.64 | 0.44 | 1.05 | 0.03 | ... | ... | ... | ... | 1.60 | ... | ... | ... | |
| | | Burdwan | Raniganj | 1.96 | 0.51 | 0.31 | ... | 2.74 | 0.47 | 0.90 | 0.02 | 0.73 | 1.07 | 0.02 | 0.06 | ... | ... | ... | 2.11 | 0.21 | ... | ... | |
| | | Burdwan | Mankur | ... | 0.32 | 0.03 | ... | 3.33 | 1.31 | ... | 0.13 | 0.70 | 0.13 | ... | ... | ... | ... | ... | 0.25 | ... | ... | ... | |
| | | Birbham | Suri | 0.15 | 0.20 | 0.15 | ... | 0.82 | 0.02 | 0.20 | 0.30 | 3.75 | 2.97 | 0.15 | 0.30 | ... | ... | ... | ... | 0.12 | 0.01 | ... | ... |
| | | Birbham | Hampur Hat | 1.30 | 0.29 | 0.25 | ... | 0.77 | 0.91 | 0.38 | 0.12 | 2.48 | 0.85 | ... | 0.51 | ... | ... | ... | ... | 0.54 | 0.04 | ... | ... |
| | | Birbham | Bolpur | 0.12 | ... | 0.30 | ... | 0.88 | ... | ... | 1.15 | 3.85 | 2.76 | 0.19 | ... | ... | ... | ... | ... | 1.00 | ... | 0.05 | ... |
| | | Birbham | Murari | 0.94 | 0.30 | ... | ... | 0.63 | ... | ... | 0.80 | 1.88 | 0.43 | 0.06 | ... | ... | ... | ... | ... | 1.48 | 0.02 | ... | ... |
| | | Birbham | Labpur | 1.16 | 1.61 | ... | ... | 0.26 | ... | 3.46 | 2.42 | 4.32 | 16.60 | ... | ... | ... | ... | ... | ... | 1.86 | 0.29 | ... | ... |
| SOUTH-WEST BENGAL. | Bankura. | Bankura | Bankura | 0.40 | 0.56 | 0.06 | 0.40 | ... | 0.45 | 0.70 | 1.03 | 3.00 | 2.27 | 0.32 | 0.35 | ... | ... | ... | ... | 1.75 | ... | ... | |
| | | Bankura | Vishnupur | 0.88 | 0.80 | 0.26 | ... | 0.05 | 0.19 | 0.07 | ... | 2.90 | 0.58 | 0.08 | 0.22 | ... | ... | ... | ... | 0.15 | ... | ... | ... |
| | | Bankura | Malihara | 0.25 | 0.20 | ... | ... | 0.07 | 0.20 | 0.21 | 0.02 | 0.20 | 0.18 | ... | ... | ... | ... | ... | 0.98 | ... | ... | ... | |
| | | Bankura | Khatra | 0.87 | 0.44 | ... | ... | 0.83 | ... | 0.74 | 0.19 | 0.49 | 1.53 | ... | ... | ... | ... | ... | 0.11 | 0.47 | 0.66 | ... | ... |
| | | Bankura | Indas | 0.46 | 0.31 | 0.06 | ... | ... | 0.44 | 0.38 | 0.02 | 1.86 | 0.50 | 0.08 | 0.10 | ... | ... | ... | ... | 0.08 | ... | 0.20 | ... |
| | | Bankura | Kotalpur | 0.22 | 1.29 | 0.43 | ... | 0.52 | ... | ... | 1.03 | 0.33 | ... | ... | ... | ... | ... | ... | ... | 0.60 | ... | ... | ... |
| | | Bankura | Onda | 0.25 | 0.48 | ... | ... | ... | 0.11 | 0.13 | ... | 0.51 | ... | ... | ... | ... | ... | ... | ... | 2.61 | ... | ... | ... |
| | | Bankura | Gangajalghati | 0.43 | ... | ... | 0.34 | 0.22 | ... | 0.78 | 0.79 | 0.03 | 0.50 | 0.76 | 0.32 | 0.41 | ... | ... | ... | 0.15 | ... | ... | ... |
| | | Bankura | Raipur | 0.19 | 0.28 | ... | ... | ... | ... | 1.20 | 0.88 | ... | 0.85 | 0.70 | ... | ... | ... | ... | ... | 1.95 | 1.04 | ... | ... |
| | | Bankura | Sonamukhi | 0.05 | 0.12 | ... | ... | ... | 0.38 | ... | ... | 0.78 | 0.30 | ... | ... | ... | ... | ... | ... | 0.30 | 1.03 | ... | ... |
| SOUTH-WEST BENGAL. | Midnapore. | Midnapore | Contai | 0.60 | 0.31 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | Midnapore | Tamluk | 0.42 | 1.08 | 0.80 | ... | ... | 0.08 | ... | 0.26 | 0.64 | 0.88 | ... | ... | ... | ... | ... | 0.05 | 0.17 | ... | ... | |
| | | Midnapore | Midnapore | 0.85 | 0.61 | ... | 0.28 | ... | ... | ... | 1.20 | 1.78 | 1.09 | 0.58 | 0.41 | 0.17 | ... | ... | ... | 0.52 | 0.61 | ... | ... |
| | | Midnapore | Ghatal | 1.10 | 0.40 | 0.50 | ... | 0.12 | 0.15 | 0.03 | 1.26 | 0.04 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.28 | ... |
| | | Midnapore | Kukrahaty | 0.31 | 1.18 | 0.06 | ... | ... | 0.02 | 0.41 | 0.81 | 3.75 | 0.12 | 0.15 | ... | ... | ... | 0.45 | 0.14 | ... | ... | ... | ... |
| | | Midnapore | Garhbeta | 0.50 | 0.91 | 0.45 | ... | ... | 1.03 | 0.36 | 0.37 | 0.29 | 0.79 | ... | ... | ... | ... | ... | ... | ... | 0.53 | ... | ... |
| | | Midnapore | Panskura | 0.21 | 0.22 | ... | ... | 0.05 | ... | 0.72 | 0.32 | 0.08 | ... | 0.10 | ... | ... | ... | ... | ... | 0.95 | ... | 0.10 | ... |
| | | Midnapore | Dantan | 0.23 | 1.63 | 0.05 | 0.01 | ... | ... | 0.96 | 0.26 | ... | 1.01 | 0.42 | ... | 0.04 | ... | ... | ... | ... | ... | ... | ... |
| | | Midnapore | Dantan | 0.90 | 0.40 | 0.30 | ... | ... | 0.05 | 0.20 | 0.21 | 0.13 | ... | 0.10 | ... | ... | ... | ... | ... | ... | 0.05 | ... | ... |
| | | Midnapore | Dantan | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SOUTH-WEST BENGAL. | Hooghly. | Hooghly | Serampore | 1.95 | 0.72 | 0.12 | ... | ... | 0.32 | 0.07 | 2.14 | 0.45 | 1.38 | 0.65 | 0.04 | 0.06 | ... | ... | ... | 0.24 | ... | 0.13 | |
| | | Hooghly | Hooghly | 0.25 | 0.51 | 0.21 | ... | ... | 0.42 | 0.90 | 0.22 | 1.85 | 0.63 | 0.49 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | Hooghly | Arambagh (Jahanabad). | 0.40 | 0.93 | 0.39 | ... | 0.07 | 0.72 | 0.71 | 0.64 | 0.43 | 1.25 | 0.02 | ... | ... | ... | 0.30 | 0.04 | 0.01 | 0.03 | 1.23 | ... |
| | | Howrah | Howrah | 0.08 | 0.96 | ... | ... | 0.26 | 0.38 | 1.56 | 0.54 | 0.61 | ... | 0.21 | ... | ... | ... | ... | ... | ... | 0.01 | ... | ... |
| | | Howrah | Mohesreka | 0.18 | 0.44 | 1.16 | 0.09 | ... | 0.05 | 0.37 | 0.02 | 0.23 | 1.92 | 0.40 | 0.05 | 0.29 | ... | ... | ... | ... | ... | ... | ... |
| | | Howrah | Uluberia | 0.07 | 1.40 | 0.17 | ... | ... | ... | 0.40 | 0.09 | ... | 0.97 | 0.18 | ... | ... | ... | ... | ... | ... | 0.22 | ... | ... |
| | | Howrah | Amta | 0.03 | 0.63 | 0.21 | ... | ... | ... | 0.30 | 0.01 | 0.52 | 1.56 | 0.52 | 0.03 | 0.04 | ... | ... | ... | ... | ... | ... | ... |
| | | 24-Parganas | Saugor Island | 0.49 | 0.04 | 0.10 | ... | 0.15 | 0.11 | 0.10 | 3.30 | 3.10 | 0.36 | 0.13 | 0.06 | ... | ... | ... | ... | 0.12 | 0.35 | ... | 0.18 |
| | | 24-Parganas | Diamond Harbour. | 0.33 | 0.37 | 0.54 | 0.04 | 0.12 | 1.22 | 0.04 | 0.47 | 0.14 | 0.40 | 0.16 | 0.65 | ... | ... | ... | ... | ... | ... | 0.10 | ... |
| | | 24-Parganas | Budge-Budge | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SOUTH-WEST BENGAL. | Nadia. | Nadia | Canning Town | 0.41 | 0.73 | 0.48 | ... | ... | 0.18 | 0.18 | 2.82 | 1.71 | 0.82 | ... | 0.32 | 0.06 | ... | ... | ... | ... | 0.72 | ... | |
| | | Nadia | Alipore (Obay.) | 0.07 | 1.14 | 0.06 | ... | 0.14 | 0.19 | 0.11 | 0.96 | 1.21 | 0.54 | 0.41 | 0.06 | 0.01 | ... | ... | ... | 0.42 | ... | 0.09 | ... |
| | | Nadia | Barrackpore | 1.83 | 0.62 | 0.09 | ... | ... | 0.10 | 0.09 | 1.79 | 0.90 | 1.45 | 0.52 | 0.05 | 0.03 | ... | ... | ... | ... | ... | ... | ... |
| | | Nadia | Dum-Dum | 0.78 | 0.80 | 0.09 | ... | ... | 0.48 | 0.15 | 0.56 | 1.08 | 0.66 | ... | 0.17 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Nadia | Barasat | 1.04 | 0.86 | 1.46 | ... | 0.04 | 0.23 | 0.05 | 0.48 | 0.39 | 0.15 | 0.14 | 0.01 | ... | ... | ... | ... | 0.48 | ... | ... | ... |
| | | Nadia | Basirhat | ... | 0.25 | ... | 0.24 | 0.04 | 0.11 | ... | 0.11 | 1.92 | 0.33 | ... | 0.65 | ... | 0.53 | ... | ... | ... | ... | ... | ... |
| | | Nadia | Ranaghat | 0.15 | 0.65 | ... | ... | 0.03 | 0.09 | 0.65 | ... | 3.65 | 0.06 | ... | 0.31 | ... | ... | ... | ... | 0.18 | 0.70 | ... | ... |
| | | Nadia | Krishnagar | 0.43 | 0.37 | 0.01 | ... | 0.04 | 0.05 | 0.59 | 0.06 | 2.82 | 0.13 | 0.89 | ... | ... | ... | ... | ... | 0.04 | 0.04 | ... | ... |
| | | Nadia | Chudanga | 0.22 | 0.98 | 0.05 | ... | 0.02 | ... | 0.96 | 1.98 | 2.61 | 0.47 | 0.28 | 0.04 | ... | 0.26 | ... | ... | 0.28 | 0.89 | ... | ... |
| | | Nadia | Meherpur | 0.16 | 0.78 | 0.06 | 0.36 | 0.02 | ... | 0.32 | 0.12 | 1.77 | 0.04 | 0.70 | 0.50 | ... | ... | ... | ... | 0.12 | 0.74 | ... | ... |
| SOUTH-WEST BENGAL. | Murshidabad. | Murshidabad | Kushia | 0.22 | 0.37 | 0.05 | ... | 0.12 | 0.04 | ... | 0.74 | 2.41 | 0.32 | ... | ... | 0.09 | 0.23 | ... | 0.11 | 0.09 | 1.77 | ... | |
| | | Murshidabad | Kandi | ... | 0.37 | 0.61 | 0.21 | 0.42 | ... | 0.55 | 3.08 | 0.94 | 0.83 | ... | ... | ... | ... | ... | ... | 1.97 | 0.83 | ... | ... |
| | | Murshidabad | Berhampore | ... | 0.49 | 0.05 | ... | 1.17 | ... | 0.35 | 4.64 | 3.62 | 0.52 | ... | ... | ... | ... | ... | ... | 0.40 | 1.05 | 1.14 | ... |
| | | Murshidabad | Lalbach | 0.58 | 0.70 | 0.07 | 3.20 | ... | ... | 0.48 | 5.50 | 0.77 | 0.50 | ... | ... | ... | ... | ... | ... | 0.22 | 0.70 | 0.30 | ... |
| | | Murshidabad | Azimganj | 0.10 | 0.47 | 0.16 | ... | 1.00 | ... | 0.78 | 1.54 | 1.40 | 0.27 | ... | ... | ... | ... | ... | ... | 0.50 | 0.81 | 0.78 | ... |
| | | Murshidabad | Jangipur | 0.98 | 0.45 | 0.06 | ... | 0.15 | 0.25 | 0.18 | 1.05 | 3.27 | 0.85 | 0.08 | ... | ... | ... | ... | 0.44 | 0.05 | 0.23 | 1.28 | ... |
| | | Murshidabad | Lalgola | 1.57 | 0.92 | 0.39 | ... | 0.30 | 0.80 | 0.75 | 1.55 | 2.35 | 0.07 | ... | ... | ... | ... | ... | 0.38 | ... | 0.17 | 1.25 | ... |
| | | Murshidabad | Akriganj | 0.38 | 1.04 | ... | ... | 0.30 | ... | ... | 1.64 | 2.01 | 0.31 | 0.33 | 1.04 | ... | ... | ... | ... | 1.41 | 0.76 | 0.95 | ... |
| | | Murshidabad | Patkabari | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Murshidabad | Dumkal | ... | 0.31 | 0.30 | ... | ... | 0.13 | 1.40 | 0.45 | 2.08 | 0.35 | 0.20 | 0.12 | ... | ... | ... | ... | 0.24 | 0.25 | 0.21 | 0.38 |
| SOUTH-WEST BENGAL. | Jessore. | Jessore | Narail | 0.42 | 0.16 | ... | 0.05 | ... | 0.05 | 0.25 | 0.74 | 4.55 | 0.31 | ... | ... | 0.61 | ... | ... | ... | ... | ... | ... | |
| | | Jessore | Jessore | 0.12 | 0.16 | ... | 0.39 | 0.30 | ... | 0.51 | 0.17 | 2.58 | 0.03 | 0.03 | 1.08 | ... | ... | ... | ... | 0.03 | 0.02 | ... | ... |
| | | Jessore | Jhenida | 0.40 | 0.04 | 0.42 | 0.04 | ... | 0.80 | 0.04 | 0.30 | 7.32 | 0.02 | ... | 0.36 | ... | 0.04 | ... | ... | 0.32 | 1.20 | ... | ... |
| | | Jessore | Magura | ... | 0.62 | ... | ... | ... | 0.10 | 0.22 | 0.37 | 8.90 | 0.16 | 0.04 | ... | 0.37 | 0.23 | 0.88 | 0.37 | 0.09 | ... | ... | |
| | | Jessore | Hangaon | ... | 0.09 | 0.07 | 0.14 | 0.62 | 0.23 | 0.12 | ... | 2.28 | 0.46 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | Khulna | Satkha | 0.97 | 1.53 | ... | ... | ... | 0.20 | 0.72 | 0.50 | 4.00 | ... | 0.50 | 0.88 | ... | ... | ... | ... | 0.18 | ... | ... | ... |
| | | Khulna | Ragerhat | 0.88 | 0.65 | ... | ... | ... | 0.49 | 0.17 | 0.17 | 0.72 | 0.40 | ... | ... | ... | ... | ... | ... | 0.32 | 0.36 | ... | ... |
| | | Khulna | Khulna | 0.20 | 0.42 | | | | | | | | | | | | | | | | | | |

Bengal in September 1902.

| | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | Number of rainy days. | Average number of rainy days. | Total rainfall for the month. | Average rainfall for the month. | Heaviest rain-fall during the month. | Total rainfall from 16th May up to 30th September 1902. | Average rainfall from 16th May up to 30th September. | Station. | District. | Division. | Meteorological Division. | |
|------|------|------|------|------|------|------|------|------|------|-----------------------|-------------------------------|-------------------------------|---------------------------------|--------------------------------------|---|--|-----------------------|--------------|-------------|--------------------------|--------------|
| 011 | 0.01 | 0.01 | 0.05 | 0.45 | 0.78 | 0.04 | ... | ... | ... | 10 | 9.65 | 6.12 | 7.08 | 2.01 | 33.03 | 42.68 | Kalia | Burdwan. | Burdwan. | | |
| ... | ... | ... | 0.30 | 1.57 | 0.24 | ... | ... | ... | ... | 9 | 12.10 | 6.91 | 8.59 | 2.02 | 33.46 | 45.83 | Burdwan | | | | |
| ... | ... | ... | 0.03 | 0.93 | 0.71 | 0.02 | 0.08 | ... | ... | 10 | 11.23 | 6.70 | 8.35 | 1.60 | 31.95 | 43.13 | Katwa. | | | | |
| ... | ... | ... | 1.19 | 0.52 | ... | ... | ... | ... | ... | 12 | 11.61 | 12.82 | 7.00 | 2.74 | 43.49 | 47.18 | Raniganj. | | | | |
| ... | ... | ... | 1.27 | 0.92 | 0.74 | ... | ... | ... | ... | 10 | 10.44 | 9.13 | 10.40 | 3.33 | 36.32 | 48.87 | Mankur. | | | | |
| ... | ... | ... | ... | 0.55 | 1.70 | ... | ... | ... | ... | 13 | 12.68 | 11.39 | 13.26 | 3.75 | 47.45 | 65.09 | Suri | Birbham. | | | |
| ... | ... | ... | ... | 1.18 | 1.75 | ... | ... | ... | ... | 13 | 11.77 | 11.37 | 10.08 | 2.48 | 50.39 | 48.01 | Hatampur | | | | |
| ... | ... | ... | ... | 0.73 | 1.05 | 0.02 | ... | ... | ... | 10 | 12.82 | 11.90 | 11.14 | 3.85 | 51.40 | 47.18 | Rampur Hat. | | | | |
| ... | ... | ... | 0.41 | 0.19 | 1.06 | ... | ... | ... | ... | 10 | 11.94 | 8.20 | 9.78 | 1.88 | 31.37 | 45.18 | Bolpur | | | | |
| ... | ... | ... | 0.12 | 3.63 | 1.43 | ... | ... | ... | ... | 12 | 10.85 | 37.22 | 11.09 | 16.60 | 85.18 | 50.74 | Murari. | | | | |
| ... | ... | ... | ... | 1.24 | 1.22 | ... | ... | ... | ... | 13 | 12.00 | 13.84 | 10.48 | 3.00 | 51.24 | 43.76 | Labpur. | | | | |
| ... | ... | ... | 0.84 | 1.5 | 0.45 | ... | ... | ... | ... | 11 | 12.53 | 8.98 | 8.77 | 2.90 | 33.90 | 45.95 | Bankura | Bankura. | Burdwan. | | |
| ... | ... | ... | 0.98 | 0.98 | 0.7 | ... | ... | ... | ... | 9 | 11.50 | 3.46 | 9.23 | 0.98 | 30.99 | 48.44 | Vishnupur | | | | |
| ... | ... | ... | 0.19 | 1.18 | 0.55 | ... | ... | ... | ... | 13 | 11.29 | 8.06 | 6.93 | 1.53 | 29.62 | 43.33 | Maliara | | | | |
| ... | ... | ... | ... | 1.34 | 0.97 | ... | ... | ... | ... | 9 | 11.57 | 6.60 | 9.42 | 1.86 | 21.74 | 49.88 | Khatra | | | | |
| ... | ... | ... | ... | 1.73 | 0.29 | ... | ... | ... | ... | 10 | 11.00 | 6.55 | 9.33 | 1.73 | 28.54 | 45.39 | Indas. | | | | |
| ... | ... | ... | ... | 0.39 | 0.39 | ... | ... | ... | ... | 8 | 8.94 | 4.89 | 7.55 | 2.61 | 32.61 | 45.39 | Kotalpur. | | | | |
| ... | ... | ... | 0.40 | 1.50 | 0.22 | ... | ... | ... | ... | 9 | 10.38 | 4.90 | 9.61 | 2.12 | 23.92 | 43.69 | Onda. | | | | |
| ... | ... | ... | ... | 0.50 | 0.45 | ... | ... | ... | ... | 12 | 10.50 | 8.77 | 8.48 | 1.95 | 26.88 | 46.75 | Gangajalghati. | | | | |
| ... | ... | ... | 0.60 | 1.00 | 0.27 | ... | ... | ... | ... | 10 | 11.75 | 6.58 | 9.13 | 1.20 | 26.50 | 51.01 | Raipur. | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 10.06 | 3.64 | 8.52 | 1.00 | 26.81 | 43.93 | Sonamukhi. | | | | |
| 0.38 | ... | ... | 0.26 | 1.48 | ... | ... | 0.06 | ... | ... | 10 | 12.87 | 6.56 | 11.06 | 1.48 | 41.28 | 51.54 | Contai | Midnapore. | Burdwan. | | |
| ... | ... | ... | 0.70 | 0.81 | 0.22 | ... | ... | ... | ... | 15 | 10.70 | 10.24 | 9.23 | 1.78 | 47.33 | 47.06 | Tamluk. | | | | |
| ... | ... | ... | ... | 1.90 | 0.20 | ... | ... | ... | ... | 10 | 12.13 | 6.19 | 9.39 | 1.06 | 39.20 | 47.53 | Midnapore. | | | | |
| ... | ... | ... | ... | 0.82 | 0.21 | ... | ... | ... | ... | 11 | 12.12 | 8.43 | 9.49 | 3.75 | 44.67 | 48.46 | Ghatal. | | | | |
| ... | ... | ... | ... | 1.30 | 0.86 | 0.11 | ... | ... | ... | 12 | 12.64 | 7.00 | 10.88 | 1.39 | 45.95 | 49.28 | Kukrahaty. | | | | |
| ... | ... | ... | ... | 0.90 | 0.35 | ... | ... | ... | ... | 9 | 11.50 | 4.00 | 9.00 | 0.95 | 32.50 | 49.68 | Garhbeta. | | | | |
| ... | ... | ... | ... | 0.71 | 0.04 | ... | ... | ... | ... | 7 | 11.00 | 5.36 | 10.01 | 1.63 | 46.45 | 47.42 | Panskura. | | | | |
| ... | ... | ... | ... | 2.30 | 0.79 | ... | 0.07 | ... | ... | 9 | 9.88 | 5.50 | 8.47 | 2.30 | 43.07 | 45.22 | Dantan. | | | | |
| ... | ... | ... | ... | 1.54 | 0.56 | 0.49 | ... | ... | ... | 13 | 11.80 | 10.85 | 9.27 | 2.14 | 45.34 | 46.86 | Serampore | Hooghly. | | | |
| ... | ... | ... | ... | 1.21 | 0.12 | 0.22 | ... | ... | ... | 12 | 11.74 | 7.23 | 8.48 | 1.85 | 40.94 | 45.77 | Hooghly. | | | | |
| ... | ... | ... | 0.09 | 1.18 | 0.25 | ... | ... | ... | ... | 12 | 12.33 | 8.98 | 8.81 | 1.52 | 36.13 | 48.04 | Arambagh (Jahanabad). | | | | |
| ... | ... | ... | ... | 0.68 | 0.10 | ... | ... | ... | ... | 10 | 12.55 | 6.20 | 9.42 | 1.56 | 42.43 | 47.57 | Howrah | Howrah. | Presidency. | | |
| ... | ... | ... | ... | 0.94 | 0.08 | 0.47 | ... | ... | ... | 10 | 11.54 | 6.88 | 8.79 | 1.92 | 43.19 | 47.01 | Mohesr-ka | | | | |
| ... | ... | ... | ... | 0.58 | 0.08 | 0.23 | ... | ... | ... | 9 | 12.50 | 4.62 | 10.15 | 1.40 | 38.26 | 43.98 | Ulubaria. | | | | |
| ... | ... | ... | ... | 0.95 | 0.21 | 0.01 | ... | ... | ... | 8 | ? | 5.02 | ? | 1.56 | 36.84 | ? | Amta. | | | | |
| ... | ... | ... | 0.04 | 2.87 | ... | 0.03 | ... | ... | ... | 14 | 13.29 | 12.43 | 12.16 | 3.30 | 53.23 | 56.55 | Saugor Island | 24-Parganas. | | | |
| ... | ... | ... | 0.02 | 1.45 | 0.05 | ... | 0.20 | ... | ... | 19 | 13.03 | 6.30 | 11.07 | 1.45 | 44.41 | 53.39 | Diamond Harbour. | | | | |
| ... | ... | ... | ... | 0.28 | 2.35 | ... | 0.33 | 0.20 | ... | 15 | 12.81 | 11.88 | 9.74 | 2.82 | 39.41 | 52.45 | Budge-Budge. | | | | |
| ... | ... | ... | ... | 0.61 | 0.03 | ... | ... | ... | ... | 12 | 13.38 | 6.98 | 10.40 | 1.21 | 47.11 | 49.39 | Canning Town. | | | | |
| ... | ... | ... | ... | 1.62 | 0.22 | 0.47 | ... | ... | ... | 10 | 11.32 | 9.77 | 8.81 | 1.79 | 41.76 | 45.67 | Alipore (Obay). | | | | |
| ... | ... | ... | ... | 0 | 0.15 | ... | 0.60 | ... | ... | 11 | 12.71 | 7.42 | 9.88 | 1.90 | 40.50 | 48.29 | Barrackpore. | | | | |
| ... | ... | ... | ... | 2.25 | 0.32 | 0.03 | 0.59 | ... | ... | 12 | 11.94 | 8.50 | 9.43 | 2.23 | 44.10 | 45.60 | Dum-Dum. | | | | |
| ... | ... | ... | 0.04 | 1.67 | 0.23 | 0.18 | ... | ... | ... | 13 | 11.52 | 7.28 | 9.19 | 1.92 | 39.88 | 49.59 | Basirhat. | | | | |
| 0.20 | ... | ... | ... | 0.04 | 0.34 | 0.31 | 0.50 | ... | ... | 12 | 10.55 | 8.46 | 7.72 | 3.65 | 38.26 | 43.05 | Ranaghat | Nadia. | Presidency. | | |
| ... | ... | ... | ... | 0.52 | 1.32 | ... | 0.44 | ... | ... | 9 | 10.45 | 7.98 | 7.97 | 2.82 | 33.68 | 41.63 | Krishnagar. | | | | |
| ... | ... | ... | ... | 1.26 | 0.21 | 0.35 | 0.50 | ... | ... | 13 | 11.50 | 10.86 | 8.75 | 2.61 | 42.78 | 43.76 | Chundanga. | | | | |
| ... | ... | ... | ... | 1.52 | 0.83 | 0.05 | 0.21 | ... | ... | 13 | 10.94 | 8.32 | 8.53 | 1.77 | 41.21 | 43.16 | Meherpur. | | | | |
| ... | ... | ... | ... | 2.60 | 0.27 | 0.53 | 0.51 | ... | ... | 14 | 11.65 | 11.42 | 9.62 | 2.60 | 46.48 | 46.90 | Kushtia. | | | | |
| ... | ... | ... | ... | 0.50 | 0.48 | 0.13 | ... | 0.81 | 0.11 | ... | 15 | 12.43 | 12.74 | 9.63 | 3.08 | 43.81 | 45.43 | Kandi | | | Murshidabad. |
| ... | ... | ... | ... | 1.01 | 0.95 | ... | ... | ... | ... | 11 | 12.48 | 15.39 | 9.50 | 4.64 | 53.05 | 44.28 | Berhampore. | | | | |
| ... | ... | ... | 0.30 | 0.50 | 3.70 | 1.9. | ... | ... | ... | 14 | 12.42 | 19.62 | 10.05 | 5.80 | 77.67 | 47.01 | Lalbach. | | | | |
| ... | ... | ... | ... | 1.68 | 0.56 | ... | 0.36 | ... | ... | 15 | 12.45 | 11.24 | 9.30 | 1.68 | 51.23 | 44.11 | Azinganj. | | | | |
| ... | ... | ... | ... | 4.25 | 0.65 | 0.37 | 0.15 | ... | ... | 15 | 12.17 | 15.28 | 10.40 | 4.25 | 55.59 | 44.75 | Jangipur. | | | | |
| ... | ... | ... | 0.12 | 3.30 | 0.30 | ... | ... | ... | ... | 15 | 12.70 | 14.61 | 10.91 | 3.30 | 51.02 | 46.54 | Lalgola. | | | | |
| ... | ... | ... | ... | 3.77 | 0.25 | 0.07 | 0.21 | 0.02 | ... | 14 | 11.80 | 14.40 | 9.15 | 3.77 | 58.35 | 45.30 | Akriganj. | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7.23 | 6.51 | ... | ... | ... | 35.90 | 45.30 | Patkabari. | | | | |
| ... | ... | ... | ... | 0.05 | 1.40 | 0.31 | 0.08 | ... | ... | 16 | 10.63 | 8.80 | 8.38 | 2.08 | 40.67 | 43.65 | Dumkal. | | | | |
| ... | ... | ... | ... | 0.13 | 2.15 | 1.83 | 0.17 | 0.37 | ... | 12 | 10.70 | 11.87 | 7.44 | 4.55 | 46.82 | 42.15 | Narail | Jessore. | Rajshahi. | | |
| ... | ... | ... | ... | 0.02 | 0.59 | 0.65 | 0.39 | 0.40 | ... | 11 | 11.94 | 6.86 | 9.00 | 3.58 | 45.16 | 48.98 | Jessore. | | | | |
| ... | ... | ... | ... | ... | 1.90 | 0.10 | 0.34 | 1.38 | ... | 12 | 11.47 | 16.72 | 8.88 | 7.32 | 49.68 | 45.71 | Jhenidah. | | | | |
| ... | ... | ... | ... | 0.05 | 0.01 | 3.82 | 1.40 | 0.55 | 1.65 | ... | 14 | 10.67 | 19.83 | 8.13 | 8.90 | 50.59 | 44.26 | Magura. | | | |
| ... | ... | ... | ... | ... | 0.57 | 0.42 | 0.05 | ... | ... | 10 | 10.36 | 6.30 | 8.78 | 2.28 | 38.07 | 44.97 | Bangson. | | | | |
| ... | ... | ... | ... | 0.87 | 0.51 | 1.10 | ... | ... | ... | 13 | 11.94 | 12.76 | 9.12 | 4.00 | 56.94 | 48.33 | Satkira | Khuina. | | | |
| ... | ... | ... | ... | 0.28 | 1.90 | 1.15 | 1.65 | ... | ... | 15 | 12.47 | 9.40 | 9.91 | 1.95 | 59.24 | 55.94 | Bagerhat. | | | | |
| ... | ... | ... | ... | 0.25 | 0.84 | 2.11 | ... | ... | ... | 16 | 12.57 | 11.17 | 9.37 | 2.11 | 55.95 | 49.49 | Khuina. | | | | |
| ... | ... | ... | ... | 0.25 | 1.10 | 0.40 | 0.40 | ... | ... | 17 | ? | 9.34 | ? | ? | 53.39 | ? | Kaliganj. | | | | |
| ... | ... | ... | ... | ... | 1.18 | 0.63 | ... | 0.31 | ... | 12 | 10.27 | 8.95 | 9.16 | 1.15 | 48.28 | 49.88 | Nakpur. | | | | |
| ... | ... | ... | ... | 0.30 | 0.13 | 1.55 | ... | ... | ... | 12 | ? | 5.23 | ? | 1.55 | 56.49 | ? | Dumuria. | | | | |
| ... | ... | ... | ... | 0.50 | 0.70 | 0.50 | 0.10 | ... | ... | 12 | 12.09 | 6.36 | 10.18 | 0.80 | 50.61 | 53.30 | Rampal. | | | | |
| ... | ... | ... | ... | 0.62 | 0.23 | 0.60 | 1.16 | ... | ... | 11 | ? | 6.96 | ? | 1.50 | 45.88 | ? | Kalaroa. | | | | |
| ... | ... | ... | ... | ... | 0.92 | 0.50 | ... | ... | ... | 9 | ? | 6.70 | ? | 2.06 | 69.91 | ? | Paikpacha. | | | | |
| ... | ... | ... | ... | 1.02 | 0.95 | 3.25 | 1.62 | 0.25 | 0.02 | 15 | ? | 14.74 | ? | 3.25 | 77.39 | ? | Mollahat. | | | | |
| ... | ... | ... | ... | ... | 1.38 | 2.11 | 0.48 | 0.2 | ... | 13 | ? | 12.40 | ? | 2.82 | 85.45 | ? | Morelganj. | | | | |
| ... | ... | ... | ... | ... | 0.22 | 0.43 | 0.46 | 0.14 | ... | 14 | ? | 8.84 | ? | 2.13 | 63.80 | ? | Tala. | | | | |
| ... | ... | ... | ... | 0.05 | 3.62 | 2.06 | 0.02 | 0.02 | ... | 13 | 12.96 | 19.67 | 10.38 | 4.84 | 64.94. | | | | | | |

Table of Rainfall recorded at stations

| Division. | District. | Station. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | |
|-------------------------|---------------|-------------------------|-----|------|------|------|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| NORTH-BENGAL—continued. | Jalpaiguri | Jalpaiguri | ... | 0.01 | 0.07 | 3.65 | 0.33 | 0.76 | 1.55 | 0.17 | 0.27 | 3.95 | 2.85 | 6.43 | 5.41 | 0.45 | 2.40 | 3.25 | 2.77 | 0.11 | 3.05 | 2.74 | | | | | |
| | | Alipur Duar | ... | 0.32 | ... | ... | 1.33 | 0.08 | 0.04 | 1.73 | ... | 0.21 | 3.85 | 0.60 | 2.65 | 2.35 | 2.70 | 1.41 | 4.90 | 0.36 | ... | 2.04 | 2.74 | | | | |
| | | Falakata | ... | ... | ... | ... | 1.30 | 0.03 | 0.25 | 1.33 | ... | 0.16 | 3.05 | 1.50 | 3.40 | 3.60 | 0.71 | 2.01 | 4.30 | ... | 1.82 | 1.82 | | | | | |
| | | Debiganj | ... | ... | ... | ... | 0.02 | 1.55 | ... | 0.25 | 0.31 | 0.01 | 0.02 | 3.92 | 1.45 | 0.02 | 1.29 | 1.00 | 1.75 | 0.56 | 0.38 | 0.06 | 0.10 | | | | |
| | | Ehagatpur (Nagarkatta). | ... | 0.30 | 0.12 | 0.80 | 0.05 | 0.05 | 1.53 | ... | ... | ... | 1.70 | 1.00 | 0.30 | 0.60 | ... | 8.90 | 8.20 | ... | 0.06 | 1.33 | 1.70 | | | | |
| | Darjeeling | Baxa | ... | ... | 1.97 | 0.78 | 0.30 | 0.16 | 1.25 | 0.05 | 0.85 | 2.72 | 2.64 | 0.03 | 4.10 | 0.13 | 8.50 | 4.12 | 0.26 | 0.11 | 6.85 | 6.85 | 6.85 | | | | |
| | | Kalchini | ... | 0.41 | 1.85 | 0.06 | 1.02 | 1.30 | 0.10 | 0.40 | 3.40 | 2.00 | 0.25 | 3.74 | 0.28 | 2.29 | 3.21 | 0.20 | ... | 2.82 | 1.20 | 2.74 | 2.74 | | | | |
| | | Siliguri | ... | 0.10 | ... | ... | 2.73 | 0.13 | 0.05 | 0.73 | 0.77 | 0.32 | 4.30 | 2.83 | 0.40 | 3.94 | ... | 0.60 | 2.35 | 0.50 | 0.02 | 2.74 | 2.74 | | | | |
| | | Darjeeling | ... | 0.92 | 0.01 | 1.61 | 0.09 | 1.17 | 1.57 | 1.13 | 3.25 | 4.82 | 2.63 | 0.27 | 0.27 | 0.12 | 0.28 | 4.91 | 0.01 | 0.46 | ... | 0.46 | 2.74 | | | | |
| | | Kalimpong | ... | 0.03 | ... | 0.05 | 0.32 | 0.02 | 0.35 | 0.69 | 0.48 | 2.36 | 3.46 | 1.75 | 0.17 | 0.21 | 0.04 | 5.04 | 2.67 | ... | ... | 0.46 | 2.74 | | | | |
| | Tibet | Mongpo | ... | 0.08 | 0.65 | ... | 1.27 | 0.03 | 1.56 | 1.94 | 2.06 | 1.46 | 5.31 | 5.16 | 0.12 | 0.40 | 0.26 | 2.97 | 5.20 | 0.16 | 0.23 | 0.06 | 0.74 | 2.74 | | | |
| | | Kurseong | ... | 0.38 | 0.04 | 2.75 | ... | ... | 1.61 | 1.10 | 1.23 | 3.46 | 7.27 | 3.22 | 0.66 | 0.92 | ... | 5.06 | 7.82 | ... | ... | 0.06 | 0.74 | 2.74 | | | |
| | | Pedong | ... | 0.05 | ... | ... | ... | 0.47 | 0.33 | 0.95 | 0.89 | 3.80 | 3.35 | 0.70 | 0.19 | 0.30 | 0.10 | 3.81 | 1.81 | 0.09 | ... | 0.06 | 0.74 | 2.74 | | | |
| | | Yatung | ... | 0.05 | ... | ... | 0.39 | 0.07 | 0.35 | 0.29 | 1.32 | 0.55 | 0.74 | 0.21 | 0.18 | ... | 0.13 | 0.52 | 1.45 | 0.10 | 0.21 | 0.06 | 0.74 | 2.74 | | | |
| | | Dinhat | ... | 0.21 | 0.11 | ... | ... | 0.09 | ... | 0.49 | 0.61 | 0.12 | 0.61 | 2.57 | 1.84 | ... | 4.91 | 2.58 | 2.12 | 0.21 | ... | 0.06 | 0.74 | 2.74 | | | |
| Rajshahi—continued. | Cooch Behar | Cooch Behar | ... | ... | 0.30 | 0.37 | ... | 3.20 | 2.40 | 0.06 | 0.51 | 3.21 | 2.33 | 0.41 | 7.23 | 1.90 | 0.60 | 2.08 | 1.05 | 0.03 | 1.16 | 1.16 | 1.16 | | | | |
| | | Mickliganj | ... | ... | 0.22 | 0.10 | 0.35 | 1.78 | 0.74 | ... | ... | 3.24 | 2.30 | 0.08 | 1.13 | 0.44 | 3.48 | 0.65 | 0.20 | 0.13 | 2.15 | 2.15 | 2.15 | | | | |
| | | Mithabhang | ... | ... | 0.08 | 1.12 | 0.01 | 2.08 | 2.67 | 0.04 | 0.23 | 4.50 | 1.85 | 0.08 | 4.26 | 0.22 | 1.50 | 1.90 | 0.15 | 1.38 | 1.23 | 1.23 | 1.23 | | | | |
| | | Pulbari | ... | ... | 0.12 | 0.18 | 0.30 | 1.81 | 1.73 | 0.11 | 0.20 | 2.78 | 1.03 | 1.49 | 3.37 | 1.00 | 2.04 | 1.80 | 0.30 | 0.09 | 0.38 | 0.38 | 0.38 | | | | |
| | | Bhawaniganj (Gaibanda). | ... | 0.10 | ... | ... | ... | 0.05 | 0.14 | 0.02 | 0.59 | 1.42 | 0.10 | ... | 0.02 | 2.74 | 0.61 | 0.01 | ... | 0.60 | 0.62 | 0.62 | 0.62 | | | | |
| | Rangpur | Rangpur | ... | ... | ... | 0.04 | 1.85 | 0.87 | 0.50 | 0.20 | 0.55 | 4.60 | 0.68 | 0.20 | 0.39 | 4.70 | 1.85 | 0.33 | ... | ... | 0.10 | 0.10 | 0.10 | | | | |
| | | Peeraganj | ... | 0.04 | ... | ... | ... | 0.59 | 0.99 | 0.04 | 0.40 | 1.10 | 0.80 | ... | ... | 1.16 | 1.01 | ... | ... | ... | 0.12 | 0.12 | 0.12 | | | | |
| | | Kuriganj | ... | ... | 0.08 | 0.12 | ... | 0.10 | 0.30 | 0.63 | 0.39 | 1.75 | 3.18 | 0.24 | 0.65 | 0.36 | 5.85 | 1.20 | 0.39 | ... | ... | 0.12 | 0.12 | | | | |
| | | Gobindganj | ... | ... | ... | ... | 2.96 | 0.80 | 0.21 | 1.60 | 1.40 | 0.08 | ... | ... | 0.36 | 0.92 | 0.08 | 0.88 | 0.10 | ... | ... | 0.12 | 0.12 | | | | |
| | | Bagdogra (Nilphamari). | ... | ... | ... | 2.50 | 0.82 | 0.65 | 0.86 | ... | 0.14 | 2.62 | 1.23 | ... | 1.00 | 2.61 | 3.00 | 0.17 | 0.60 | ... | ... | 0.12 | 0.12 | | | | |
| | Uttar Pradesh | Sunderganj | ... | 0.05 | ... | 0.95 | ... | 0.40 | 0.42 | 0.45 | 0.20 | 0.34 | 1.45 | 0.65 | 0.95 | 0.17 | 1.25 | 2.10 | 0.06 | 0.75 | 0.02 | ... | 0.74 | 2.74 | | | |
| | | Saidpur | ... | ... | ... | ... | ... | 1.75 | 0.15 | 1.40 | ... | 0.60 | 3.42 | 1.85 | 0.15 | 1.21 | 1.68 | 2.15 | ... | 0.17 | ... | ... | 0.74 | 2.74 | | | |
| | | Sherpur | ... | ... | ... | ... | 0.40 | 0.48 | 0.14 | 0.60 | 2.10 | 1.87 | 0.12 | ... | 5.31 | 0.11 | 1.74 | 0.21 | 0.33 | 0.72 | 0.46 | ... | 0.74 | 2.74 | | | |
| | | Nowkhilla | ... | ... | ... | ... | 0.80 | 0.10 | ... | 0.46 | 0.92 | 0.90 | ... | ... | 3.65 | ... | 1.40 | ... | 1.00 | ... | ... | ... | 0.74 | 2.74 | | | |
| | | Nogra | ... | 0.06 | ... | 0.08 | 0.95 | 0.76 | 0.20 | 0.32 | 1.40 | 1.90 | 0.55 | ... | 0.26 | ... | 0.86 | 0.12 | 0.13 | 0.15 | ... | 0.74 | 2.74 | | | | |
| Dacca. | Pabna | Pabna | ... | 0.19 | 0.31 | ... | 0.16 | 0.04 | 0.22 | 1.40 | 1.50 | 0.10 | 0.10 | 0.07 | 0.10 | 0.59 | 0.66 | 0.85 | 0.11 | 0.30 | ... | 0.74 | 2.74 | | | | |
| | | Siraganj | ... | 0.19 | 0.17 | ... | 2.21 | 1.05 | 1.57 | 0.48 | 1.75 | 0.65 | 0.04 | 0.14 | 0.43 | 0.34 | 1.60 | 0.78 | ... | 0.86 | 0.35 | ... | 0.74 | 2.74 | | | |
| | | Dacca | ... | 0.08 | 0.14 | 0.23 | 0.29 | ... | 0.53 | 0.36 | 1.53 | 0.89 | 3.74 | ... | 0.65 | 0.17 | ... | 0.29 | ... | ... | 0.23 | ... | 0.74 | 2.74 | | | |
| | | Dacca | ... | 0.14 | 2.85 | 0.01 | ... | 0.02 | 0.22 | 0.06 | 1.76 | 1.33 | 1.33 | 0.04 | 0.20 | 0.28 | 0.08 | ... | 0.03 | ... | 0.08 | 0.07 | ... | 0.74 | 2.74 | | |
| | | Naryanganj | ... | 0.38 | 0.15 | 0.28 | ... | 0.02 | 0.20 | 0.50 | 0.20 | 1.55 | 0.72 | 2.36 | 0.06 | ... | 0.16 | ... | ... | ... | 0.01 | ... | ... | 0.74 | 2.74 | | |
| | Mymensingh | Waniganj | ... | 0.04 | 1.60 | 0.09 | ... | ... | 1.57 | 0.40 | 3.90 | 4.73 | 1.70 | 0.01 | 0.35 | 0.30 | ... | 1.00 | 0.30 | 0.80 | 0.65 | ... | ... | 0.74 | 2.74 | | |
| | | Jaydebpur | ... | ... | 0.40 | ... | ... | ... | 0.20 | 1.30 | 1.67 | 0.68 | 1.40 | 0.50 | 0.10 | 0.73 | ... | ... | 1.30 | ... | ... | ... | ... | 0.74 | 2.74 | | |
| | | Kishorganj | ... | 0.64 | ... | 0.12 | 0.25 | 0.30 | 0.50 | 0.47 | 0.19 | 0.42 | 0.19 | 0.72 | 0.22 | 1.24 | 0.55 | 0.05 | 0.26 | 0.63 | 0.62 | 0.62 | 0.62 | 0.62 | | | |
| | | Atia (Tangail) | ... | 0.10 | 0.35 | ... | 1.15 | 0.49 | 0.39 | 1.18 | 1.30 | 0.66 | 0.01 | ... | 0.01 | 0.06 | ... | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | | |
| | | Mymensingh | ... | 0.08 | ... | 0.05 | 0.40 | 0.08 | 0.16 | 0.81 | 0.60 | 1.15 | 0.39 | 0.06 | 0.44 | 0.61 | ... | 0.12 | 0.02 | 1.98 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | | |
| | Faridpur | Jamalpur | ... | ... | ... | ... | ... | 0.26 | ... | ... | 1.90 | 0.20 | 0.10 | 0.27 | 0.45 | ... | 1.65 | ... | 0.30 | 0.59 | ... | ... | ... | 0.74 | 2.74 | | |
| | | Netrakona | ... | 0.08 | ... | 1.35 | 1.12 | 0.05 | 1.25 | 0.24 | 1.96 | 0.88 | 1.45 | 0.10 | 0.72 | 1.05 | 3.15 | 0.12 | ... | 2.26 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | | |
| | | Subarnakhali | ... | ... | ... | ... | Not recorded. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.74 | 2.74 | |
| | | Durgapur | ... | ... | ... | ... | Not recorded. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.74 | 2.74 | |
| | | Sherpur Town | ... | ... | ... | ... | ... | 0.08 | 0.41 | 0.15 | 1.50 | 0.17 | ... | 0.08 | 0.30 | 2.10 | 0.70 | 0.50 | 0.08 | 1.05 | 2.30 | 1.91 | 1.91 | 1.91 | 1.91 | | |
| Chittagong. | Faridpur | Diwanaganj | ... | ... | ... | 0.23 | 0.16 | ... | 0.80 | 0.82 | ... | 0.35 | ... | 0.52 | ... | 0.20 | 1.15 | ... | 0.42 | 0.60 | ... | ... | ... | 0.74 | 2.74 | | |
| | | Nalitabari | ... | 0.02 | 0.34 | ... | ... | 1.09 | ... | 1.35 | 3.83 | 1.09 | 0.10 | 1.39 | 3.63 | ... | 2.06 | 0.27 | 0.47 | 1.44 | 1.36 | 0.43 | ... | 0.74 | 2.74 | | |
| | | Madaripur | ... | 0.10 | 1.08 | 0.06 | 0.01 | 0.01 | 0.17 | 0.63 | 0.42 | 3.25 | 1.60 | 0.11 | ... | 0.04 | ... | ... | 0.06 | ... | ... | ... | ... | ... | 0.74 | 2.74 | |
| | | Faridpur | ... | 0.40 | 0.65 | 0.17 | ... | 1.44 | 0.18 | 0.78 | 1.88 | 0.24 | 0.20 | ... | 0.15 | ... | 0.48 | ... | 0.30 | 0.44 | ... | ... | ... | ... | 0.74 | 2.74 | |
| | | Gosalundo | ... | 0.56 | 0.78 | 0.15 | ... | 0.19 | ... | 0.07 | ... | 3.02 | 0.41 | 0.40 | ... | 0.08 | 0.17 | 0.63 | 0.79 | 0.57 | 1.30 | ... | ... | ... | 0.74 | 2.74 | |
| | Bagerganje | Patuakhali | ... | 0.35 | 1.25 | 0.20 | ... | 0.10 | 0.35 | 0.59 | 1.32 | 4.36 | 0.20 | ... | 0.32 | 0.27 | ... | 1.24 | 0.17 | ... | ... | ... | ... | ... | ... | 0.74 | 2.74 |
| | | Tirojpur | ... | 0.37 | 0.70 | 0.13 | ... | 0.44 | 0.33 | 1.65 | 1.40 | 1.29 | 0.88 | 0.30 | ... | ... | 0.19 | 0.43 | 0.15 | 0.10 | ... | ... | ... | ... | 0.74 | 2.74 | |
| | | Barijal | ... | 1.40 | 0.76 | 0.22 | ... | 0.22 | 0.32 | 1.62 | 1.30 | 2.84 | 0.64 | ... | 0.36 | ... | ... | 0.25 | 1.19 | 1.60 | ... | ... | ... | ... | ... | 0.74 | 2.74 |
| | | Gauranadi | ... | 0.58 | 0.54 | 0.29 | ... | 0.12 | 1.31 | 0.92 | 0.26 | 5.22 | 0.72 | 0.15 | ... | 0.01 | 0.02 | 0.04 | 0.05 | ... | ... | ... | ... | ... | ... | 0.74 | 2.74 |
| | | Bhola | ... | 0.75 | 1.71 | 0.05 | ... | 0.25 | 0.39 | 0.19 | 1.42 | 2.25 | 0.70 | ... | 0.17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.74 | 2.74 |
| | Hill Tippera | Daulatkhan | ... | 0.48 | 0.52 | 0.04 | 0.17 | ... | 0.40 | 1.07 | 3.30 | 1.28 | ... | 0.92 | 0.05 | 0.02 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.74 | 2.74 |
| | | Banphal | ... | 0.26 | 1.20 | 1.91 | 0.05 | 0.06 | 0.24 | 1.12 | 1.46 | 1.83 | 0.82 | 0.06 | 0.04 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.74 | 2 |

in Bengal in September 1902—continued.

| Station. | District. | Division. | Meteorological Division. |
|-----------------|-------------------------|-----------|--------------------------|
| Jalpaiguri ... | Jalpaiguri. | | |
| Alipur Duar ... | | | |
| Falakata. | | | |
| Debiganj. | | | |
| Bharatpur | | | |
| (Nagrakatta). | | | |
| Baxa. | | | |
| Kalchini. | | | |
| Siliguri ... | Darjeeling. | | |
| Darjeeling. | | | |
| Kalimpong. | | | |
| Mongpoo. | | | |
| Kurseong. | | | |
| Pedong. | | | |
| Yatung ... | Tibet. | | |
| Dinhatia | | | |
| Cooch Behar. | | | |
| Cooch Behar. | | | |
| Mickliganj. | | | |
| Matabhanga. | | | |
| Fulbari. | | | |
| Bhawaniganj | Rangpur. | | |
| (Gaibanda) | | | |
| Rangpur. | | | |
| Peerganj. | | | |
| Kuriganj. | | | |
| Gobindganj. | | | |
| Bardokra. | | | |
| (Niphmari). | | | |
| Ulipur. | | | |
| Sunderganj. | | | |
| Saidpur. | | | |
| Sherpur | Bogra. | | |
| Nowkhilla. | | | |
| Bogra. | | | |
| Panchbibi. | | | |
| Pabna | Pabna. | | |
| Sirajganj. | | | |
| Munshiganj ... | Dacca. | | |
| Dacca. | | | |
| Narayanganj. | | | |
| Manikganj. | | | |
| Jaydebpur. | | | |
| Kishorganj ... | Mymensingh. | | |
| Atia (Tangail). | | | |
| Mymensingh. | | | |
| Jamulpur. | | | |
| Netrakona. | | | |
| Subarnakhali. | | | |
| Durgapur. | | | |
| Sherpur Town. | | | |
| Diwaniganj. | | | |
| Nalitabari. | | | |
| Madaripur ... | Faridpur. | | |
| Faridpur. | | | |
| Goalundo. | | | |
| Patuakhali ... | Backergunge. | | |
| Pirojpur. | | | |
| Barisal. | | | |
| Gauranadi. | | | |
| Bhoia. | | | |
| Daulatkhan. | | | |
| Bauphal. | | | |
| Agartala ... | Hill Tippera. | | |
| Comilla | | | |
| Chandpur. | Tippera. | | |
| Brahmanbaria. | | | |
| Ramchandrapur. | | | |
| Nasirnagar. | | | |
| Daudkandi. | | | |
| Kasba. | | | |
| Laksam. | | | |
| Noakhali ... | Noakhali. | | |
| Fenny. | | | |
| Harishpur. | | | |
| Ramganj. | | | |
| Chhaganaya. | | | |
| Hatya. | | | |
| Lakhimpur. | | | |
| Cox's Bazar ... | Chittagong. | | |
| Chittagong. | | | |
| Kutubdia. | | | |
| Satkania. | | | |
| Kodala. | | | |
| Fenosa. | | | |
| Mirsarai. | | | |
| Rangamati ... | Chittagong Hill Tracts. | | |
| Bandarban. | | | |
| Barkal. | | | |

Table of Rainfall recorded at stations

| Division. | | District. | Station. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
|-----------|-------|---------------|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Patna | Patna | Patna | ... | 0.42 | 0.08 | 0.08 | ... | ... | 2.12 | 0.18 | 0.08 | ... | 0.23 | 7.93 | 1.68 | 0.10 | ... | 0.24 | ... | 0.09 | 0.48 | 0.04 | ... | |
| | | Dinapore | ... | 0.33 | 0.02 | ... | ... | ... | 1.71 | 0.41 | ... | ... | 0.02 | 0.40 | 1.84 | 1.64 | 0.07 | ... | 0.40 | ... | 0.76 | 0.03 | ... | |
| | | Bihar | ... | 0.23 | 0.25 | ... | ... | ... | 0.08 | ... | 0.20 | 0.03 | 0.18 | 0.98 | 0.65 | ... | 0.04 | 0.20 | ... | 0.09 | 0.60 | ... | 0.02 | |
| | | Berh | ... | ... | 0.11 | ... | ... | ... | 0.35 | 0.45 | 0.80 | 0.15 | 0.25 | 1.10 | 0.95 | 0.05 | ... | ... | ... | ... | ... | ... | ... | |
| | | Bikram | ... | 0.33 | 0.19 | ... | ... | ... | 0.16 | ... | 1.59 | ... | 0.83 | 0.84 | 0.30 | 0.97 | ... | 1.57 | 0.01 | 0.56 | 0.35 | 0.14 | ... | |
| | | Hile | ... | 0.35 | ... | ... | ... | 1.15 | 1.10 | 0.30 | ... | ... | 0.12 | 1.00 | 2.85 | ... | 0.30 | 0.50 | ... | ... | 0.90 | ... | ... | |
| | | Gaya | Aurangabad | ... | 0.51 | 0.16 | 0.11 | ... | 1.22 | 0.67 | ... | ... | 6.24 | 0.21 | 0.41 | 1.55 | 0.02 | 0.43 | 0.36 | 0.24 | ... | 0.06 | ... | ... |
| | | Gaya | ... | ... | ... | 0.51 | ... | 0.66 | 2.27 | ... | 0.13 | 0.19 | 1.71 | 0.25 | 1.15 | ... | ... | 2.04 | 1.47 | ... | 1.04 | 0.13 | ... | |
| | | Nawada | ... | 0.10 | 0.23 | ... | ... | 0.65 | 0.80 | 0.05 | 0.20 | 0.80 | 0.36 | 0.06 | 0.11 | 0.01 | ... | 0.67 | 0.01 | ... | 0.27 | 0.09 | ... | |
| | | Jahanabad | ... | 0.43 | 0.38 | 0.26 | ... | 0.02 | 1.25 | ... | 0.51 | 0.23 | 0.47 | 0.10 | 1.68 | 1.96 | 0.29 | 0.17 | ... | ... | 0.20 | ... | ... | |
| Patna | Patna | Arwal | ... | 0.11 | 0.40 | 0.07 | ... | ... | 0.31 | ... | 0.17 | ... | 0.25 | 0.15 | 1.14 | ... | 0.38 | 1.08 | ... | 0.20 | ... | 0.30 | ... | |
| | | Daudnagar | ... | 0.07 | 0.19 | ... | 0.50 | ... | 1.36 | ... | 0.21 | 0.22 | 0.06 | 0.18 | 0.16 | ... | 0.40 | 0.65 | 0.06 | ... | ... | ... | ... | |
| | | Sherghati | ... | 0.01 | 0.09 | 0.08 | 1.84 | ... | 1.15 | 0.10 | ... | 0.84 | 0.54 | ... | 0.08 | 0.08 | ... | 0.30 | 0.33 | 1.12 | 1.19 | ... | ... | |
| | | Rajauli | ... | 0.25 | ... | ... | ... | 0.22 | 1.15 | 0.34 | 0.74 | 0.50 | 0.22 | 1.10 | ... | 0.97 | 0.44 | 2.57 | 0.54 | ... | ... | 0.15 | ... | |
| | | Pakri Harawan | ... | ... | ... | ... | 1.44 | 1.20 | 0.52 | 0.18 | 1.82 | 0.45 | 1.05 | ... | ... | 0.68 | 0.15 | 0.05 | 1.32 | ... | ... | 0.15 | ... | |
| | | Deo | ... | 0.06 | 0.22 | 0.15 | ... | 0.50 | 0.70 | ... | ... | 6.90 | 0.06 | 0.57 | ... | ... | 0.67 | 3.07 | 0.07 | ... | 0.12 | ... | ... | |
| | | Shahabad | Buxar | ... | 0.09 | 0.09 | ... | ... | 0.44 | 1.33 | ... | 0.10 | 0.07 | 0.22 | 0.15 | 1.32 | 0.64 | 0.40 | 0.02 | 0.03 | 0.62 | ... | 0.21 | 0.43 |
| | | Dehri | ... | 1.28 | 0.04 | 0.02 | ... | 0.50 | 0.23 | 0.06 | ... | 1.17 | 0.61 | 0.38 | 0.71 | ... | ... | 0.28 | 0.22 | ... | ... | 1.00 | ... | |
| | | Shabbua | ... | ... | 0.37 | 0.13 | ... | ... | 1.55 | 1.88 | ... | 0.19 | 2.07 | 0.12 | 0.20 | 0.20 | 0.10 | 1.26 | 0.42 | ... | ... | ... | 0.70 | ... |
| | | Sasaram | ... | 0.13 | 0.04 | 0.16 | ... | ... | 1.31 | ... | 0.16 | 1.59 | 0.37 | 0.29 | 0.09 | 0.57 | 0.09 | ... | ... | ... | ... | 0.50 | ... | |
| Patna | Patna | Arrah | ... | 0.38 | ... | ... | ... | ... | 0.77 | ... | ... | ... | 0.34 | 0.76 | 0.35 | ... | 0.09 | 0.27 | ... | 0.30 | 0.05 | ... | 0.96 | |
| | | Mohanea | ... | ... | ... | 0.40 | ... | 0.95 | ... | ... | ... | ... | 1.40 | ... | 1.00 | ... | ... | 0.40 | ... | ... | 2.00 | ... | ... | |
| | | Khiri | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | Agesson | ... | 0.25 | ... | ... | ... | 0.24 | ... | 0.54 | ... | 0.50 | ... | ... | ... | 0.96 | 2.09 | ... | ... | ... | 1.40 | ... | ... | |
| | | Bamagar | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.40 | ... | 0.10 | 0.30 | ... | 0.86 | 0.06 | ... | 1.34 | ... | 0.17 | ... | |
| | | Koath | ... | 0.23 | 0.65 | 0.02 | ... | 0.40 | 1.38 | ... | ... | 0.21 | 0.25 | 0.05 | ... | 0.02 | 1.11 | 0.56 | 0.04 | 0.16 | ... | 0.15 | ... | |
| | | Sikroul | ... | ... | 0.40 | ... | ... | ... | 0.74 | ... | 0.15 | 0.09 | 0.05 | 0.61 | 0.06 | 0.31 | 0.33 | ... | 0.04 | ... | 2.27 | ... | ... | |
| | | Bassowan | ... | 0.68 | 0.09 | ... | 0.23 | 1.11 | ... | 0.26 | ... | 0.22 | 0.36 | 0.10 | 0.93 | 0.25 | 1.30 | 1.29 | 0.53 | ... | 1.85 | ... | 0.32 | ... |
| | | Monaharpur | ... | 0.14 | 0.15 | 0.27 | ... | 0.06 | 0.82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Saran | Gopalsanj | ... | ... | ... | 0.25 | ... | ... | 0.58 | ... | ... | ... | ... | 1.05 | 2.23 | 2.75 | 0.22 | 0.50 | 1.68 | 0.95 | ... | ... | 0.27 |
| Patna | Patna | Siwan | ... | ... | ... | 0.27 | ... | ... | 0.16 | 0.06 | ... | ... | 0.07 | 0.46 | 2.10 | 1.26 | 0.11 | 0.61 | 1.84 | 0.71 | ... | ... | 0.76 | |
| | | Ekma | ... | 0.13 | 0.11 | ... | ... | ... | 0.24 | ... | ... | ... | 0.95 | 1.05 | 0.87 | 1.27 | 0.50 | ... | 0.10 | 1.40 | ... | ... | 0.07 | |
| | | Chapra | ... | 0.07 | ... | 0.04 | ... | ... | 0.45 | 1.20 | ... | 0.03 | 1.20 | 1.35 | 1.32 | 0.73 | 0.08 | 0.88 | ... | ... | ... | ... | ... | |
| | | Hathua | ... | ... | 0.21 | 0.46 | ... | 0.15 | ... | ... | 0.35 | ... | 0.73 | 2.27 | 2.83 | 0.19 | ... | 1.84 | 0.76 | ... | ... | 0.46 | ... | |
| | | Amnour | ... | ... | ... | 0.20 | ... | ... | 2.50 | ... | ... | 2.12 | 1.00 | 0.14 | 1.74 | 0.38 | ... | ... | 1.54 | ... | ... | 0.41 | ... | |
| | | Basantpur | ... | 0.05 | ... | ... | ... | 0.02 | ... | ... | 0.03 | 0.08 | 3.23 | 2.61 | 0.48 | 0.73 | 0.02 | 0.17 | 0.23 | ... | ... | 0.44 | ... | |
| | | Darauli | ... | 0.02 | ... | 0.53 | ... | 0.03 | 0.24 | ... | 0.40 | ... | 1.41 | 0.06 | 0.36 | 1.27 | 1.70 | 0.66 | ... | 0.03 | ... | ... | 0.51 | |
| | | Bhoreh | ... | ... | 0.26 | ... | 0.73 | 0.28 | ... | ... | ... | 0.25 | 2.08 | 6.00 | 1.20 | ... | 0.63 | ... | ... | ... | ... | ... | 0.16 | |
| | | Sripur | ... | ... | 0.57 | ... | 0.10 | 0.08 | ... | ... | 0.02 | 0.06 | 0.32 | 0.65 | 4.06 | 0.02 | 0.01 | 0.15 | ... | ... | ... | ... | ... | |
| | | Champan | Motihari | ... | 0.02 | ... | ... | ... | ... | 1.07 | 0.05 | 0.02 | 0.04 | ... | 0.35 | 0.32 | 3.75 | 2.56 | 0.64 | 0.22 | 5.20 | ... | ... | ... |
| Patna | Patna | Retnah | ... | ... | ... | ... | ... | 0.43 | 0.37 | ... | ... | ... | 0.40 | 0.35 | 3.97 | 0.30 | ... | 2.20 | 0.38 | ... | ... | ... | ... | |
| | | Bagaha | ... | ... | ... | 0.90 | 0.12 | 0.54 | 0.66 | ... | ... | 0.34 | 0.87 | 0.44 | 2.52 | 0.42 | 0.06 | 1.70 | ... | ... | ... | ... | ... | |
| | | Burhwa | ... | ... | ... | 0.04 | ... | 0.50 | 0.03 | 1.84 | ... | 0.21 | ... | 0.26 | 3.90 | 2.68 | 0.02 | 1.04 | 0.07 | ... | ... | ... | 0.09 | |
| | | Ramnagar | ... | ... | ... | ... | 0.50 | 0.25 | 0.50 | ... | 0.50 | ... | 1.00 | 0.25 | 1.50 | 3.00 | ... | 1.50 | ... | ... | ... | ... | ... | |
| | | Muzaffarpur | Sitamarhi | ... | 0.56 | ... | ... | ... | ... | 0.05 | ... | ... | ... | 0.40 | 0.78 | 0.26 | 0.25 | 2.13 | ... | 0.18 | 0.24 | ... | ... | ... |
| | | Muzaffarpur | ... | ... | 0.04 | 0.04 | ... | ... | 2.34 | 0.01 | 0.14 | ... | 0.10 | 0.40 | 1.58 | 0.71 | 0.09 | 0.01 | 0.06 | ... | ... | ... | ... | ... |
| | | Hajipur | ... | 0.31 | 0.01 | 1.01 | ... | ... | 3.31 | 0.15 | 0.02 | 0.01 | 0.18 | 3.09 | 0.63 | 0.03 | ... | 0.09 | ... | 0.01 | 0.03 | ... | ... | 0.04 |
| | | Paru | ... | 0.45 | 0.09 | 0.15 | ... | ... | 2.50 | 0.60 | ... | ... | 0.11 | 1.52 | 0.54 | 0.10 | ... | ... | ... | 0.50 | 0.05 | ... | ... | ... |
| | | Mahua | ... | ... | 0.45 | ... | ... | 1.66 | 0.28 | 0.30 | ... | ... | ... | ... | ... | ... | 0.12 | ... | ... | ... | 0.21 | ... | ... | ... |
| | | Shuhar | ... | 0.10 | ... | ... | ... | ... | 0.30 | ... | ... | ... | ... | 0.20 | ... | ... | 0.80 | 1.00 | ... | ... | 0.50 | ... | ... | ... |
| Patna | Patna | Pupri | ... | 0.20 | ... | ... | ... | ... | ... | ... | ... | 0.93 | 0.35 | 0.30 | 0.25 | 1.75 | ... | ... | 0.60 | ... | ... | ... | ... | |
| | | Darbhanga | Tajpur (Sama- | ... | 0.02 | 0.14 | 0.13 | ... | ... | 9.11 | 0.02 | 2.42 | 0.04 | 0.28 | 0.49 | 5.93 | ... | 0.08 | ... | ... | 2.53 | ... | ... | ... |
| | | tipur) | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | Darbhanga | ... | 0.47 | ... | 0.03 | ... | ... | 0.60 | 0.29 | 0.06 | 0.04 | 0.17 | 0.64 | 0.44 | 0.03 | 1.88 | ... | 0.02 | 1.55 | ... | ... | 0.03 | |
| | | Madhubani | ... | 0.04 | 0.05 | ... | ... | 0.05 | 0.75 | ... | 0.61 | 0.03 | 2.29 | 0.34 | 0.60 | 0.02 | 0.28 | ... | 0.16 | 1.57 | ... | ... | 0.03 | |
| | | Bahera | ... | 1.20 | 0.18 | ... | ... | ... | 0.13 | 1.17 | 0.32 | ... | 0.45 | 0.95 | 0.33 | 0.40 | 0.53 | ... | 0.22 | 1.95 | 1.70 | ... | ... | ... |
| | | Roeerha | ... | 0.76 | ... | ... | ... | ... | 2.80 | ... | 0.50 | ... | 0.25 | 0.52 | 1.80 | 0.02 | 1.29 | ... | 0.12 | ... | 0.60 | ... | ... | 0.06 |
| | | Monghyr | Bogusarai | ... | ... | 0.08 | 0.03 | ... | 0.43 | 1.50 | 0.30 | 0.15 | 0.50 | 0.13 | 1.59 | 0.02 | 0.06 | ... | 0.15 | 0.01 | 0.09 | 0.58 | 0.01 | ... |
| | | Monghyr | ... | ... | ... | 0.43 | ... | 0.44 | 0.68 | 1.02 | 0.62 | 0.83 | 0.31 | 2.32 | 0.12 | ... | 0.02 | 0.06 | ... | 0.06 | ... | ... | ... | ... |
| | | Jamui | ... | 0.42 | 0.58 | 0.05 | ... | 0.25 | 1.76 | 0.06 | 0.29 | 0.69 | 1.10 | 0.08 | 0.06 | ... | 1.17 | 0.13 | 0.15 | 0.52 | ... | ... | ... | ... |
| Patna | Patna | Gogri | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | Jamulpur | ... | ... | 0.05 | 0.24 | ... | 0.35 | 0.37 | 0.16 | 0.45 | 0.63 | 0.43 | 1.38 | ... | 0.09 | ... | 0.07 | ... | 0.37 | ... | ... | ... | |
| | | Shakhpura | ... | ... | ... | ... | 0.45 | 0.44 | 0.26 | 0.42 | 0.32 | 0.42 | 0.11 | ... | 0.10 | ... | 0.37 | 0.41 | 0.25 | ... | ... | ... | ... | |
| | | Chakal Banda | ... | 0.32 | 1.09 | 0.03 | 0.01 | 0.53 | 0.25 | 0.08 | 0.19 | 1.37 | 2.08 | 0.43 | ... | ... | 0.59 | 0.27 | 0.01 | ... | ... | 0.41 | ... | |
| | | Chupreon | ... | 0.01 | 0.45 | ... | ... | 0.55 | 0.30 | ... | 0.09 | ... | 0.20 | ... | ... | ... | ... | ... | ... | 4.35 | 0.68 | 0.06 | ... | ... |
| | | Gidhour | ... | 0.73 | 0.32 | 0.05 | ... | 1.10 | 0.45 | ... | ... | 0.30 | 1.70 | ... | ... | 0.05 | 0.12 | 0.23 | 0.18 | 1.11 | ... | ... | ... | ... |
| | | Khargpur | ... | ... | 0.71 | ... | ... | ... | 0.07 | ... | 1.66 | 0.09 | 1.18 | 0.48 | ... | 0.77 | 0.03 | 0.43 | 0.09 | 1.58 | 0.62 | ... | ... | ... |
| | | Rhagalpur | Madhip | | | | | | | | | | | | | | | | | | | | | |

Bengal September in 1902—continued.

| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | Number of rainy days. | Average number of rainy days. | Total rainfall for the month. | Average rainfall for the month. | Heaviest rain-fall during the month. | Total rainfall from 16th May up to 30th Sept. 1902. | Average rain-fall from 16th May up to 30th Sept. | Station. | District. | Division. | Meteorological Division. | | |
|------|------|------|------|------|------|------|-----|-----|-----------------------|-------------------------------|-------------------------------|---------------------------------|--------------------------------------|---|--|----------------|--------------|------------------|--------------------------|---------|--------|
| 0.73 | 0.26 | 0.44 | 3.19 | 0.46 | ... | ... | ... | ... | 14 | 9.29 | 18.83 | 7.82 | 7.93 | 42.62 | 38.94 | Patna | Patna. | Patna—continued. | Bihar. | | |
| 0.20 | 0.11 | 1.12 | 2.55 | 1.12 | ... | ... | ... | ... | 14 | 9.30 | 18.38 | 7.30 | 7.30 | 39.30 | 40.32 | Dinapore. | ... | | | | |
| 0.52 | ... | 0.10 | 2.12 | 0.09 | ... | ... | ... | ... | 12 | 9.23 | 7.01 | 6.73 | 2.12 | 38.26 | 39.03 | Bihar. | ... | | | | |
| 1.50 | ... | 0.55 | 5.00 | 0.05 | ... | ... | ... | ... | 12 | 8.77 | 12.01 | 7.57 | 5.60 | 36.12 | 37.68 | Barh. | ... | | | | |
| 0.35 | ... | 0.02 | 2.07 | 0.26 | ... | ... | ... | ... | 17 | 8.53 | 12.29 | 6.93 | 2.07 | 34.02 | 41.45 | Bikram. | ... | | | | |
| ... | 0.10 | 0.42 | 3.50 | 0.10 | ... | ... | ... | ... | 14 | 7.93 | 12.69 | 6.83 | 3.50 | 35.24 | 40.68 | Hilsa. | ... | | | | |
| 1.13 | ... | 0.41 | 2.53 | ... | ... | ... | ... | ... | 15 | 8.94 | 16.25 | 6.64 | 6.24 | 45.59 | 40.21 | Aurangabad... | Gaya. | | | | |
| ... | 0.15 | 0.27 | 0.67 | 1.57 | 0.23 | ... | ... | ... | 17 | 9.13 | 14.34 | 6.84 | 2.27 | 38.56 | 37.88 | Gaya. | ... | | | | |
| 0.02 | ... | 0.08 | 2.80 | 0.02 | ... | ... | ... | ... | 12 | 8.97 | 7.48 | 6.84 | 2.30 | 31.84 | 38.35 | Nawada. | ... | | | | |
| 0.04 | ... | 0.77 | 2.73 | 0.13 | ... | ... | ... | ... | 16 | 7.96 | 11.59 | 6.13 | 2.73 | 38.66 | 38.49 | Jahanabad. | ... | | | | |
| 0.69 | 0.56 | 0.20 | 3.15 | 0.05 | ... | ... | ... | ... | 16 | 8.13 | 9.79 | 7.18 | 3.15 | 31.46 | 37.49 | Arwal. | ... | | | | |
| 0.55 | ... | 0.25 | 3.05 | 0.41 | ... | ... | ... | ... | 14 | 7.38 | 8.38 | 5.60 | 3.05 | 31.85 | 36.43 | Daudnagar. | ... | | | | |
| 0.09 | ... | 0.29 | 1.48 | 0.05 | ... | ... | ... | ... | 11 | 8.31 | 9.75 | 6.92 | 1.84 | 28.04 | 36.05 | Sherghati. | ... | | | | |
| 0.14 | ... | 1.26 | 0.24 | ... | ... | ... | ... | ... | 16 | 8.79 | 10.83 | 6.73 | 2.67 | 36.08 | 39.84 | Rajauli. | ... | | | | |
| ... | 0.25 | 1.85 | ... | ... | ... | ... | ... | ... | 13 | 7.69 | 11.81 | 6.03 | 1.85 | 34.51 | 37.47 | Pakri Barawan. | ... | | | | |
| 0.20 | ... | 0.80 | 2.80 | 0.03 | ... | ... | ... | ... | 12 | ? | 16.92 | ? | 6.90 | 50.25 | ? | Deo. | ... | | | | |
| 0.05 | 0.77 | ... | 2.89 | 0.87 | ... | ... | ... | ... | 14 | 9.03 | 10.74 | 6.93 | 2.89 | 34.71 | 35.94 | Buxar | Shahabad. | Patna—continued. | Bihar. | | |
| 1.04 | ... | 0.20 | 2.41 | ... | ... | ... | ... | ... | 13 | 8.94 | 10.15 | 6.46 | 2.41 | 40.21 | 38.14 | Dehri | ... | | | | |
| 0.10 | 2.25 | 0.15 | 3.97 | ... | ... | ... | ... | ... | 18 | 8.97 | 16.58 | 6.72 | 3.97 | 42.43 | 37.17 | Bhabhua. | ... | | | | |
| 1.02 | ... | 0.11 | 1.85 | ... | ... | ... | ... | ... | 12 | 9.61 | 8.28 | 6.82 | 1.85 | 45.06 | 37.18 | Sasaram. | ... | | | | |
| 0.55 | ... | 0.09 | 0.73 | 0.34 | ... | ... | ... | ... | 12 | 9.29 | 8.38 | 8.23 | 2.40 | 34.73 | 40.98 | Arrah. | ... | | | | |
| ... | 1.00 | 2.50 | ... | ... | ... | ... | ... | ... | 8 | 6.07 | 9.65 | 6.37 | 2.50 | 33.88 | 36.28 | Mohanea. | ... | | | | |
| 0.57 | ... | 0.36 | 1.00 | ... | ... | ... | ... | ... | 12 | 7.22 | 9.61 | 8.36 | 2.09 | 32.64 | 40.88 | Khiri. | ... | | | | |
| ... | 0.18 | ... | 0.36 | 1.78 | 0.77 | ... | ... | ... | 14 | 8.00 | 8.94 | 6.63 | 1.78 | 38.70 | 37.64 | Agaoon. | ... | | | | |
| ... | ... | 0.12 | 1.55 | 0.45 | ... | ... | ... | ... | 11 | 7.11 | 5.81 | 6.08 | 1.55 | 31.92 | 34.66 | Koath. | ... | | | | |
| ... | 0.63 | 0.09 | ... | 2.85 | 0.29 | ... | ... | ... | 12 | 9.23 | 11.71 | 7.27 | 4.17 | 41.74 | 39.42 | Sikroul. | ... | | | | |
| 0.25 | 0.40 | ... | 1.48 | 0.45 | ... | ... | ... | ... | 18 | 8.89 | 13.70 | 6.16 | 2.85 | 36.17 | 37.77 | Bassowan. | ... | | | | |
| ... | 0.05 | ... | 2.32 | 0.74 | ... | ... | ... | ... | 14 | 7.83 | 13.35 | 8.01 | 2.75 | 39.55 | 39.29 | Monoharpur. | ... | | | | |
| 0.50 | ... | 1.30 | 1.95 | 0.85 | ... | ... | ... | ... | 11 | 9.42 | 10.89 | 8.02 | 2.32 | 31.37 | 40.20 | Gopalganj | Saran. | Saran. | Bihar. | | |
| 0.02 | 0.62 | 1.40 | 2.00 | 0.80 | ... | ... | ... | ... | 14 | 7.50 | 10.59 | 8.22 | 1.95 | 33.67 | 39.91 | Sivan. | ... | | | | |
| ... | ... | ... | 2.08 | 0.74 | ... | ... | ... | ... | 12 | 8.35 | 14.04 | 7.22 | 2.00 | 29.82 | 35.49 | Ekma. | ... | | | | |
| 1.73 | ... | 1.53 | 3.05 | 0.53 | ... | ... | ... | ... | 14 | ? | 13.66 | ? | 2.83 | 34.68 | ? | Chapra. | ... | | | | |
| 0.03 | ... | 0.18 | 2.50 | 1.35 | ... | ... | ... | ... | 13 | 7.50 | 16.93 | 8.85 | 3.08 | 40.59 | 43.00 | Hathwa. | ... | | | | |
| 0.33 | ... | 2.54 | 0.25 | ... | ... | ... | ... | ... | 10 | 7.13 | 11.92 | 8.26 | 3.23 | 28.05 | 40.12 | Amnour. | ... | | | | |
| ... | 0.17 | ... | 1.22 | 0.45 | ... | ... | ... | ... | 11 | ? | 9.94 | ? | 2.54 | 28.33 | ? | Hasantpur. | ... | | | | |
| ... | 0.58 | ... | 0.56 | 0.62 | ... | ... | ... | ... | 12 | ? | 13.43 | ? | 6.09 | 39.81 | ? | Darauti. | ... | | | | |
| 0.09 | 0.05 | 0.35 | 1.76 | 1.91 | 1.22 | ... | ... | ... | 9 | ? | 8.40 | ? | 4.66 | 28.81 | ? | Bhoreh. | ... | | | | |
| ... | 0.08 | ... | 1.32 | 0.45 | 1.34 | ... | ... | ... | 12 | 8.97 | 10.82 | 9.62 | 5.20 | 64.81 | 45.11 | Sripur. | ... | | | | |
| ... | 0.21 | ... | 0.42 | 1.28 | 0.86 | ... | ... | ... | 11 | 8.90 | 11.59 | 10.36 | 3.97 | 50.54 | 46.67 | Motihari | Champanan. | Champanan. | Bihar. | | |
| ... | 0.25 | 0.50 | ... | 0.50 | ... | ... | ... | ... | 13 | 9.13 | 9.89 | 11.16 | 2.52 | 46.32 | 54.82 | Bettiah. | ... | | | | |
| 0.45 | 0.43 | ... | 0.58 | 3.07 | 2.89 | ... | ... | ... | 12 | 8.13 | 13.50 | 8.58 | 3.90 | 40.00 | 42.85 | Bagaha. | ... | | | | |
| 0.64 | 0.14 | ... | 2.30 | 5.05 | 1.03 | ... | ... | ... | 12 | ? | 9.25 | ? | 2.00 | 45.32 | ? | Burhurwa. | ... | | | | |
| ... | 0.05 | ... | 0.73 | 3.58 | 1.02 | ... | ... | ... | 13 | 8.50 | 12.27 | 9.15 | 3.07 | 42.88 | 41.62 | Kamnagar. | ... | | | | |
| ... | 0.50 | ... | 1.30 | 2.90 | 1.31 | ... | ... | ... | 11 | 8.94 | 14.77 | 8.17 | 5.05 | 42.03 | 39.16 | Muzaffarpur. | Muzaffarpur. | | | | |
| 1.94 | ... | 0.74 | 5.82 | 2.10 | ... | ... | ... | ... | 9 | 9.07 | 13.80 | 7.73 | 3.81 | 38.70 | 30.17 | Sitamarhi | ... | | | | |
| 0.30 | 0.12 | ... | 0.70 | 2.00 | 0.60 | ... | ... | ... | 13 | 8.63 | 14.07 | 8.91 | 2.90 | 35.12 | 41.60 | Hajipur. | ... | | | | |
| 1.17 | 0.62 | ... | 3.50 | 1.67 | ... | ... | ... | ... | 15 | 7.79 | 15.58 | 8.88 | 5.82 | 42.14 | 41.45 | Paru. | ... | | | | |
| 0.36 | 2.10 | ... | 0.40 | 4.42 | 0.56 | ... | ... | ... | 11 | 7.31 | 11.34 | 7.49 | 3.50 | 46.66 | 40.02 | Mahua. | ... | | | | |
| 0.68 | 0.55 | ... | 1.92 | 5.46 | 1.91 | ... | ... | ... | 13 | 9.20 | 29.12 | 8.34 | 9.11 | 66.48 | 40.80 | Shihar. | Darbhanga. | Darbhanga. | Bihar. | | |
| 0.75 | 0.44 | ... | 1.05 | 3.54 | 2.78 | ... | ... | ... | 13 | 9.27 | 17.34 | 9.31 | 5.46 | 46.96 | 42.70 | Tajpur (Sama- | ... | | | | |
| 0.30 | 0.30 | ... | 1.64 | 4.40 | 1.83 | ... | ... | ... | 14 | 8.81 | 18.59 | 12.16 | 3.64 | 42.42 | 43.33 | tipur). | ... | | | | |
| ... | 0.27 | ... | 1.00 | 5.00 | 0.50 | ... | ... | ... | 14 | 9.50 | 15.79 | 10.70 | 5.00 | 51.55 | 48.72 | Darbhanga. | ... | | | | |
| 0.37 | 0.09 | ... | 0.82 | 5.51 | 0.25 | ... | ... | ... | 18 | 8.51 | 18.59 | 12.16 | 4.40 | 51.55 | 48.72 | Bahera. | ... | | | | |
| ... | ... | ... | 0.56 | 3.42 | 0.04 | ... | ... | ... | 14 | 9.50 | 15.79 | 10.70 | 5.00 | 51.55 | 48.72 | Roserha. | ... | | | | |
| 0.06 | ... | ... | 0.63 | 5.63 | 0.26 | ... | ... | ... | 12 | 9.20 | 12.12 | 7.65 | 5.51 | 34.11 | 38.61 | Begusarai | Monghyr | | | Monghyr | Bihar. |
| ... | 0.09 | ... | 0.43 | 3.85 | 0.11 | ... | ... | ... | 13 | 10.52 | 11.92 | 8.71 | 3.88 | 34.46 | 40.73 | Monghyr. | ... | | | | |
| ... | ... | ... | 0.56 | 3.42 | 0.04 | ... | ... | ... | 13 | 9.65 | 11.35 | 7.45 | 3.42 | 37.29 | 41.50 | Jamul. | ... | | | | |
| 0.06 | ... | ... | 0.63 | 5.63 | 0.26 | ... | ... | ... | 12 | 9.06 | 11.30 | 11.30 | 5.63 | 38.80 | 40.60 | Gogri. | ... | | | | |
| ... | 0.22 | 0.02 | 0.35 | 2.75 | 0.04 | ... | ... | ... | 10 | 10.00 | 11.16 | 11.25 | 5.63 | 38.80 | 40.60 | Jamulpur. | ... | | | | |
| ... | 1.67 | ... | 1.35 | 4.35 | 0.33 | ... | ... | ... | 16 | 5.81 | 7.60 | 6.48 | 0.98 | 19.96 | 38.12 | Shakhura. | ... | | | | |
| 0.97 | ... | ... | 0.75 | 3.40 | 0.97 | ... | ... | ... | 14 | 10.89 | 11.80 | 9.92 | 2.75 | 34.26 | 47.24 | Chakai Bamda. | ... | | | | |
| ... | ... | ... | 0.92 | 3.33 | 0.05 | ... | ... | ... | 12 | 9.13 | 15.31 | 12.25 | 4.35 | 35.81 | 42.87 | Chupreou. | ... | | | | |
| ... | ... | ... | 0.92 | 3.33 | 0.05 | ... | ... | ... | 13 | 10.57 | 12.01 | 9.67 | 3.40 | 45.14 | 49.35 | Gidhour. | ... | | | | |
| ... | ... | ... | 0.92 | 3.33 | 0.05 | ... | ... | ... | 10 | 10.33 | 12.01 | 11.05 | 3.33 | 32.80 | 43.46 | Khargpur. | ... | | | | |
| 1.13 | 0.33 | ... | 1.15 | 7.92 | 2.24 | ... | ... | ... | 17 | 9.81 | 26.73 | 11.07 | 4.30 | 50.45 | 46.59 | Madhipura | Bhagalpur. | Bhagalpur. | Bihar. | | |
| 0.70 | ... | ... | 0.58 | 1.92 | 4.09 | ... | ... | ... | 7.42 | 26.73 | 11.07 | 9.90 | 4.30 | 50.45 | 46.59 | Bhagalpur. | ... | | | | |
| 0.33 | 0.18 | ... | 1.04 | 2.72 | 0.06 | ... | ... | ... | 19 | 10.20 | 27.66 | 10.36 | 7.92 | 55.03 | 45.92 | (Sylabad). | ... | | | | |
| ... | ... | ... | 1.70 | 3.80 | ... | ... | ... | ... | 19 | 9.44 | 22.19 | 11.98 | 4.09 | 56.71 | 52.94 | Sapaul. | ... | | | | |
| 0.23 | ... | 0.11 | 0.62 | 3.77 | ... | ... | ... | ... | 13 | 9.30 | 12.34 | 8.48 | 3.09 | 37.06 | 41.95 | Pratapganj. | ... | | | | |
| ... | 0.25 | ... | 1.02 | 4.55 | ... | ... | ... | ... | 11 | 11.29 | 13.94 | 8.90 | 3.20 | 33.95 | 41.68 | Bhagalpur. | ... | | | | |
| 2.55 | 0.08 | ... | 2.20 | 2.55 | 3.05 | 0.02 | ... | ... | 13 | 10.60 | 13.59 | 10.46 | 3.20 | 33.95 | 41.68 | Banka. | ... | | | | |
| ... | ... | ... | 2.66 | 2.40 | 2.13 | 3.38 | ... | ... | 11 | 11.00 | 11.83 | 10.33 | 4.55 | 35.27 | 42.26 | Colkong. | ... | | | | |
| 0.84 | 0.84 | 0.02 | 0.36 | 1.00 | 1.37 | ... | ... | ... | 13 | 12.30 | 21.21 | 16.82 | 3.75 | 85.03 | 69.96 | Bansil. | ... | | | | |
| 1.30 | 0.08 | ... | 0.80 | 1.00 | ... | ... | ... | ... | 15 | 11.53 | 19.53 | 14.22 | 3.38 | 62.40 | 62.94 | Kishanganj | Purnea. | | | Purnea. | Bihar. |
| 0.30 | 0.66 | 1.00 | 1.50 | 0.60 | 1.10 | ... | ... | ... | 18 | 11.40 | 13.72 | 14.35 | 2.86 | 44.55 | 56.75 | Araria. | ... | | | | |
| 1.25 | 1.05 | ... | 1.53 | 1.70 | 4.10 | ... | ... | ... | 12 | 9.73 | 7.16 | 13.96 | 1.20 | 28.04 | 51.53 | Purnea. | ... | | | | |
| 4.30 | ... | 0.10 | 3.20 | 2.15 | 1.27 | ... | ... | ... | 16 | 10.44 | 15.40 | 14.85 | 2.30 | 61.65 | 63.29 | Gondwara | ... | | | | |
| ... | ... | ... | | | | | | | | | | | | | | | | | | | |

Table of Rainfall recorded at stati

| Meteorological Division. | Division. | District. | Station. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | | | |
|--------------------------|--------------------------------|-------------------------------|---------------|---------|---------|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Bihar- conld. | Bha- gal- pur- conld. | Sonthal Par- ganas--conld. | Assenboni ... | 0.53 | 0.13 | 0.16 | 0.38 | 0.01 | 0.92 | 1.07 | 1.80 | 2.24 | 0.31 | 0.22 | ... | ... | 0.04 | 0.89 | ... | ... | ... | ... | | | | |
| | | | Katikund ... | 0.57 | 0.38 | 0.39 | 0.08 | 0.17 | 0.80 | 0.15 | 0.25 | 0.52 | 0.17 | 0.12 | 0.23 | ... | ... | 0.86 | 2.15 | ... | ... | ... | ... | | | |
| | | | Madhupur ... | 0.10 | 0.40 | ... | ... | 0.60 | ... | ... | 0.90 | 3.70 | 1.10 | 0.30 | ... | ... | ... | 1.00 | 0.80 | 0.80 | 0.40 | 0.21 | | | | |
| | | | Sarwan ... | 0.12 | 0.11 | ... | ... | 0.07 | 0.46 | 0.19 | ... | 0.79 | 3.61 | 0.50 | 0.61 | ... | ... | 0.82 | 0.31 | 0.75 | ... | ... | ... | | | |
| | | | Sarath ... | 0.12 | 0.36 | 0.08 | ... | 0.09 | 0.03 | ... | 0.75 | 4.00 | 0.35 | 0.70 | ... | ... | ... | 0.69 | 0.50 | 0.12 | ... | ... | ... | | | |
| | | | Barkope ... | ... | ... | 0.15 | 0.10 | ... | 0.15 | ... | 0.15 | 2.06 | 1.20 | 0.15 | 1.62 | 1.38 | ... | 1.56 | 0.37 | ... | ... | ... | ... | | | |
| | | | Bhagya ... | ... | ... | 0.33 | ... | ... | ... | ... | 0.50 | 1.10 | 2.08 | ... | 0.20 | ... | ... | 0.56 | 0.57 | ... | 3.57 | ... | ... | | | |
| | | | Mohespore ... | 0.56 | 0.71 | 0.40 | ... | ... | ... | ... | 0.78 | 2.77 | 3.80 | ... | ... | ... | ... | ... | 0.27 | 0.36 | ... | ... | ... | | | |
| | | | Hiranpur ... | 0.62 | 0.45 | ... | 0.46 | ... | ... | 2.05 | 3.35 | 4.30 | ... | ... | ... | ... | ... | 0.94 | ... | 0.12 | 0.20 | ... | ... | | | |
| | | | Barharwa ... | 0.30 | 0.13 | ... | ... | ... | ... | ... | 1.03 | 2.45 | 1.95 | ... | ... | ... | ... | 2.67 | 3.60 | ... | ... | 1.65 | ... | | | |
| | | | Sahibganj ... | 0.06 | 0.96 | ... | ... | ... | ... | 0.51 | 2.83 | 1.30 | 0.91 | 0.34 | ... | 0.50 | 1.12 | 1.28 | 0.03 | 0.08 | 0.73 | ... | ... | | | |
| | | | Bario ... | 0.14 | ... | ... | ... | ... | 0.19 | 0.11 | 1.75 | 2.00 | 0.17 | 0.23 | 0.75 | 0.14 | 1.16 | 0.12 | 0.22 | 0.11 | ... | ... | ... | | | |
| | | | Orissa. | Orissa. | Cuttack | Jagatsingpur ... | 3.00 | ... | 0.42 | ... | ... | ... | ... | 0.40 | ... | 0.12 | ... | ... | 0.40 | 0.20 | 0.57 | ... | 0.28 | ... | | |
| | | | | | | Banki ... | 1.63 | 0.04 | ... | ... | ... | 0.63 | 1.80 | 0.05 | 0.03 | ... | 0.19 | 0.03 | ... | ... | ... | ... | 0.10 | ... | 0.47 | 0.16 |
| | | | | | | Cuttack ... | 1.59 | ... | 0.02 | ... | ... | 0.38 | ... | 0.06 | ... | 0.20 | ... | ... | ... | ... | 0.06 | ... | ... | ... | ... | ... |
| | | | | | | False Point ... | 2.36 | 0.49 | ... | 0.04 | 0.18 | 0.39 | 0.07 | 0.06 | ... | ... | ... | ... | 0.06 | 0.01 | ... | 0.10 | 0.11 | 0.74 | 0.18 | ... |
| | | | | | | Kendrapara ... | 1.53 | 0.62 | ... | 0.02 | 4.33 | 0.68 | ... | ... | ... | ... | ... | ... | 0.18 | 0.81 | ... | ... | ... | 0.34 | 0.30 | 1.13 |
| | | | | | | Jajpur ... | 0.19 | ... | 1.20 | 0.26 | ... | ... | ... | ... | ... | ... | ... | ... | 0.08 | 0.17 | ... | ... | ... | 1.13 | ... | 0.16 |
| | | | | | | Dharmasala ... | 2.35 | 0.06 | 0.02 | ... | 0.94 | 0.55 | ... | ... | ... | ... | ... | ... | 0.09 | 0.30 | ... | ... | 0.80 | ... | 0.45 | 0.02 |
| Salepur ... | ... | ... | | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | |
| Balasore | Akhyapada ... | 0.62 | | | 1.84 | 0.07 | 0.40 | 2.30 | 0.32 | ... | ... | ... | ... | 0.03 | 0.02 | ... | 0.02 | ... | 0.08 | 0.60 | 0.15 | 1.01 | 0.04 | | | |
| | Chandbali ... | 1.07 | | | 1.30 | ... | ... | ... | 1.80 | 1.10 | ... | ... | ... | ... | ... | ... | ... | ... | 0.27 | ... | ... | ... | ... | | | |
| | Bhadrak ... | 1.15 | | | 0.34 | ... | 0.05 | ... | 0.64 | ... | ... | ... | ... | ... | ... | ... | 0.13 | 0.07 | ... | ... | 0.14 | 0.04 | 0.04 | | | |
| | Soro ... | 0.82 | | | 0.31 | 0.09 | ... | 0.24 | ... | 0.07 | ... | 0.07 | ... | 0.35 | 0.66 | ... | ... | ... | ... | ... | 0.47 | 0.32 | ... | | | |
| Angul | Balasore ... | 1.25 | | | 0.05 | ... | ... | 0.22 | 0.25 | 0.42 | 0.22 | ... | ... | 0.22 | 0.65 | ... | ... | ... | ... | ... | ... | ... | ... | | | |
| | Jellasore ... | 0.17 | | | 1.53 | 0.17 | ... | 0.05 | ... | 0.30 | 1.40 | 0.11 | 0.04 | 0.11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | |
| | Baripada ... | 1.54 | | | 0.70 | ... | ... | ... | 0.30 | 0.27 | 1.84 | 0.79 | 0.29 | 0.38 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | |
| | Angul ... | 1.03 | | | ... | ... | ... | 0.18 | ... | 4.00 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | |
| Puri | Bisipara ... | 0.77 | | | 1.03 | 0.06 | ... | 0.05 | 0.06 | ... | ... | 0.07 | 0.32 | 1.76 | ... | ... | ... | ... | 0.31 | 0.02 | 0.83 | 0.42 | ... | | | |
| | Pal Lahara ... | 1.05 | | | 0.98 | ... | ... | 0.11 | 0.71 | 0.82 | ... | ... | ... | ... | 0.21 | ... | ... | ... | ... | ... | ... | ... | 0.12 | | | |
| | Talcher ... | 1.85 | | | 0.03 | ... | ... | 0.14 | 0.40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | |
| | Dhenkanal ... | 0.52 | ... | ... | 0.11 | 0.96 | 0.22 | 0.34 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.33 | 1.06 | 0.17 | | | | | |
| | Baisinga ... | 1.71 | 0.35 | ... | 0.44 | 0.70 | 0.15 | 0.03 | ... | ... | 0.23 | ... | 0.11 | 0.19 | ... | 0.04 | 0.06 | 0.03 | 0.01 | ... | ... | | | | | |
| | Baramba ... | 0.66 | 0.44 | ... | ... | ... | 0.70 | 3.64 | ... | ... | ... | ... | ... | ... | ... | ... | 1.51 | ... | ... | 0.90 | ... | | | | | |
| | Narsinapur ... | ... | ... | ... | ... | 0.10 | ... | 0.07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| | Chhindipada ... | 0.62 | ... | ... | 0.20 | 0.13 | ... | 0.30 | ... | ... | ... | 0.27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| | Tikerpura ... | 0.12 | 0.34 | ... | ... | 0.19 | ... | 0.12 | ... | 0.10 | 0.21 | ... | 0.04 | ... | ... | ... | ... | 0.12 | 0.25 | 0.12 | 0.04 | | | | | |
| | Kumarkhole ... | 0.80 | 0.60 | ... | ... | ... | 0.14 | ... | ... | 0.30 | 0.55 | 0.07 | 1.33 | 0.07 | ... | 0.17 | 0.70 | 0.20 | ... | ... | ... | | | | | |
| Hazaribagh | Pachamba ... | 3.94 | 0.38 | ... | ... | 0.02 | 0.23 | 2.12 | 0.69 | ... | ... | ... | 0.40 | 0.16 | ... | ... | ... | ... | 0.21 | 0.20 | 0.06 | ... | | | | |
| | Khurda ... | 1.97 | 0.25 | ... | ... | 0.40 | 3.20 | ... | ... | ... | ... | 0.40 | 0.30 | 0.25 | ... | 0.10 | 0.05 | ... | ... | ... | ... | | | | | |
| | Bhanpur ... | 0.30 | 0.16 | ... | 0.29 | 0.54 | 0.02 | 0.06 | ... | ... | ... | ... | 0.05 | 1.10 | ... | ... | 1.04 | ... | ... | ... | ... | | | | | |
| | Gop ... | 1.69 | 0.04 | ... | ... | ... | 1.22 | 1.06 | ... | ... | ... | ... | 1.16 | ... | ... | 0.08 | ... | ... | ... | 0.39 | 0.10 | | | | | |
| | Satpara ... | 0.39 | 0.44 | ... | ... | 0.45 | 0.35 | 0.36 | ... | 0.03 | 0.68 | 0.72 | ... | ... | ... | ... | ... | 0.07 | ... | 0.09 | ... | | | | | |
| | Pipli ... | 2.17 | ... | ... | ... | ... | 0.38 | 0.62 | 0.02 | ... | ... | 1.00 | 0.35 | ... | ... | ... | 0.06 | ... | 0.50 | 0.62 | ... | | | | | |
| | Nayagarh ... | 0.15 | ... | ... | ... | 0.10 | 0.13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.60 | 0.22 | ... | | | | | |
| | Ranpur ... | 1.20 | ... | ... | ... | 1.70 | ... | ... | ... | ... | 0.15 | 0.68 | 0.88 | ... | ... | ... | 0.33 | ... | ... | 0.15 | 0.09 | | | | | |
| | Kanas ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| | Ranchi | Lohardaga ... | 0.17 | 1.50 | 0.42 | ... | 1.03 | 0.02 | ... | 0.05 | 0.65 | 1.37 | ... | ... | ... | ... | ... | 0.20 | 0.21 | 0.18 | ... | ... | | | | |
| Ranchi ... | | 0.02 | 1.80 | 0.24 | 0.70 | 0.79 | 0.06 | ... | ... | 1.61 | 0.81 | 2.80 | 0.01 | ... | 0.02 | 0.55 | 0.31 | 0.01 | ... | ... | ... | | | | | |
| Silli ... | | ... | 1.35 | ... | ... | 0.40 | ... | 0.12 | 0.64 | 0.30 | 1.16 | 0.72 | 0.25 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| Palkot ... | | 1.40 | 0.50 | ... | ... | 2.09 | ... | ... | 0.80 | 0.05 | 1.50 | 0.30 | 0.18 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| Bano ... | | 0.30 | ... | ... | 3.00 | 0.40 | ... | 1.50 | ... | 3.40 | 0.40 | ... | ... | ... | ... | 1.00 | 0.38 | ... | ... | ... | ... | | | | | |
| Tamar ... | | 2.50 | 1.50 | 0.15 | 0.20 | 0.10 | 0.05 | ... | 0.90 | 0.40 | 0.90 | 0.10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| Kurdeg ... | | 0.48 | 0.20 | ... | 2.80 | ... | 0.11 | ... | ... | 4.57 | 0.63 | ... | ... | ... | ... | ... | 0.10 | ... | ... | ... | ... | | | | | |
| Chainpur ... | | 0.30 | 0.67 | 0.19 | 0.90 | 0.75 | 0.54 | 1.20 | 0.75 | 0.60 | 1.24 | 0.62 | ... | ... | ... | 1.55 | 0.30 | 0.75 | 1.24 | 0.09 | ... | | | | | |
| Sirgaja ... | | 0.79 | ... | ... | 0.51 | ... | ... | 0.70 | 0.77 | 1.20 | 0.25 | 0.25 | 0.08 | 0.14 | 0.58 | ... | ... | 0.02 | 0.02 | ... | ... | | | | | |
| Jashpur ... | | 0.72 | 0.18 | 0.18 | 0.95 | ... | ... | 0.85 | ... | 1.83 | ... | ... | ... | ... | ... | ... | ... | 0.22 | 0.32 | ... | ... | | | | | |
| Palamau | Gangpur ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| | Palamau ... | 0.01 | 2.63 | 0.09 | ... | 0.08 | 0.27 | ... | 0.44 | 0.01 | 0.81 | 0.03 | 0.23 | 0.19 | 0.74 | 0.49 | 0.72 | ... | ... | ... | ... | | | | | |
| | (Daltonganj) ... | 1.20 | 0.25 | ... | 0.25 | 0.50 | ... | ... | 0.60 | ... | ... | ... | ... | ... | ... | ... | ... | 0.65 | 2.10 | 0.75 | ... | | | | | |
| | Balunath ... | 0.19 | ... | ... | 0.41 | 1.30 | ... | ... | 1.25 | 0.10 | 0.29 | ... | ... | ... | ... | ... | 0.43 | 0.43 | ... | 1.38 | ... | | | | | |
| | Husainabad ... | 0.67 | 1.37 | ... | 0.26 | ... | 0.31 | ... | 1.06 | ... | 0.84 | 0.77 | 0.37 | ... | ... | ... | 0.33 | 0.29 | 1.28 | 2.40 | ... | | | | | |
| | Garhwa ... | 0.33 | 0.40 | ... | 1.20 | 0.40 | 0.19 | ... | 0.52 | 0.11 | 4.30 | 0.64 | ... | ... | ... | ... | 0.40 | 0.18 | 0.56 | 0.18 | 0.22 | | | | | |
| | Mahadand ... | 0.42 | 0.48 | 0.50 | ... | 0.65 | 0.50 | 0.45 | ... | 0.55 | ... | ... | ... | ... | ... | ... | 0.40 | 0.10 | ... | ... | ... | | | | | |
| | Panki ... | 0.06 | 4.40 | 0.50 | 0.04 | 0.08 | 0.95 | ... | 1.00 | 0.30 | 0.49 | ... | ... | ... | 0.43 | 0.17 | 0.37 | 0.36 | 0.17 | 0.47 | ... | | | | | |
| | Lohardaga ... | ... | 0.62 | 0.11 | 0.01 | ... | 0.64 | ... | 1.09 | 1.08 | 1.54 | 0.27 | 0.02 | ... | ... | ... | 0.02 | 0.11 | ... | 0.07 | ... | | | | | |
| | Nagarutari ... | 0.04 | 2.47 | 0.72 | 0.04 | 0.09 | 0.10 | 0.02 | 1.54 | 1.32 | 0.63 | 0.19 | 0.09 | 0.02 | 0.73 | 1.74 | 0.71 | 0.03 | 0.04 | ... | ... | | | | | |
| Chattarpur ... | ... | 0.45 | ... | ... | ... | 1.15 | ... | ... | 1.34 | 1.02 | 0.42 | 0.84 | ... | ... | ... | 0.11 | 0.79 | ... | ... | ... | | | | | | |
| Manbhum | Purulia ... | 0.18 | 0.50 | 0.06 | 0.06 | ... | 0.03 | 0.09 | 1.04 | 0.65 | 0.16 | 0.02 | 0.08 | ... | ... | ... | ... | 0.56 | ... | ... | ... | | | | | |
| | Gobindpur ... | 0.34 | 0.44 | 0.09 | ... | 0.75 | 1.15 | ... | ... | 0.85 | 1.77 | ... | 0.15 | 0.10 | ... | ... | 0.06 | 0.58 | ... | ... | ... | | | | | |
| | Raghunathpur ... | 0.43 | 0.42 | 0.20 | ... | 2.00 | 0.30 | ... | ... | 0.06 | 0.49 | 1.29 | 0.17 | 0.11 | ... | ... | ... | 0.23 | ... | ... | ... | | | | | |
| | Barahabhum ... | 1.53 | ... | ... | ... | ... | 2.30 | 0.18 | 0.56 | 1.39 | 0.50 | ... | ... | ... | 0.10 | 1.47 | ... | ... | ... | ... | ... | | | | | |
| | Jhalda ... | 1.03 | 1.45 | 0.32 | 0.04 | 1.02 | 0.11 | 2.35 | 1.15 | 0.52 | 1.18 | 0.09 | 0.10 | ... | ... | ... | 0.32 | 0.38 | 0.09 | 0.15 | ... | | | | | |
| | Chas ... | 0.40 | ... | 0.10 | 0.03 | 0.53 | ... | ... | 2.64 | 2.80 | 0.40 | 0.48 | ... | ... | ... | ... | 1.05 | ... | ... | ... | ... | | | | | |
| | Pandra ... | 0.45 | 0.42 | 0.15 | ... | 10.57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| | Singbhum | Chaibassa ... | 1.42 | 0.90 | 0.04 | 0.93 | 0.35 | 0.05 | ... | 0.65 | 0.02 | 0.67 | 0.42 | 0.02 | ... | ... | ... | ... | 0.33 | ... | ... | ... | | | | |
| | | Chakradharpur ... | 0.42 | 0.0. | | | | | | | | | | | | | | | | | | | | | | |

in Bengal in September 1902—concluded.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 |
|----------|-----------|-----------|--------------------------|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---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| Station. | District. | Division. | Meteorological Division. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS
TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVA-
TIONS TAKEN IN ASSAM, FOR THE MONTH OF SEPTEMBER 1902.

Soon after the middle of August a period of unsettled weather commenced over the Bay. Shallow depressions formed in rapid succession, and though not causing very strong winds over the Bay, they caused general rainfall inland during their westward passage. The latter part of that month was therefore distinguished by well-marked south-west monsoon conditions over both the Bay and the Province.

These conditions continued for some time during September, and rainfall was copious in all divisions of the Province except Orissa. The probable reason for the deficiency in Orissa may be found in the course followed by the depressions. They moved more into the north-west angle of the Bay than usual; and instead of passing directly across Orissa, they skirted its northern boundary. In following that direction they moved well into the central parts of Bengal, which in consequence received frequent and at times heavy rainfall.

The most noticeable feature in the rainfall distribution is the heavy falls in the northern districts, more especially in North Bengal, where more or less heavy rain was of almost daily occurrence, even when weather was generally settled. The average fall for the whole of North Bengal was 25 inches—nearly 10 inches in excess, and in Bihar the fall was 14 inches, or 4 inches in excess.

The general rainfall was in the main due to three depressions which formed in the north of the Bay—two in the early part of the month and the third towards the end. The first was a fairly well-developed disturbance on the 1st with a centre almost due east from False Point and defect of between 15 and 2 inch in the central area, which lay over the north-west angle of the Bay. This depression followed the usual course to the north-west—very similar to that of its predecessors in August, and though rainfall was fairly general in Bengal after the passage inland, it was not heavy except at some of the western stations. While over the Bay the disturbance was slight, the strongest winds being 19 miles an hour at Diamond Island and Saugor Island on the 1st when a rather steep pressure gradient prevailed.

Pressure rose briskly on the 2nd and 3rd, and the distribution had become normal or slightly above except in the extreme south-east of the Bay, where the second disturbance was beginning. Pressure was falling in Burma; the winds were north-westerly, showing the probable approach of a low-pressure area, and very heavy rain fell at Tavoy. At that time the depression was very slight, and between the 3rd and 5th it was only faintly outlined by the coast observations. But on the 6th it was better defined over the north-west angle of the Bay, with a moderately steep gradient towards the south-east.

Up to the 6th the motion of the disturbance had been in the usual north-westerly direction: after that, however, a change occurred, which had an important influence on the rainfall distribution in Bengal. From the north-west angle it moved slowly northwards into the central districts, and there it almost entirely filled up, with general heavy rain in Bengal Proper. The period over which the rainfall due to that depression extended was from the 6th to the 11th in Lower Bengal, and somewhat longer in the northern districts.

After a rapid rise of pressure on the 9th and 10th, the depression had not only disappeared, but a moderate excess had developed over the Province. The pressure gradient over the Bay was less steep than usual, and comparatively settled weather prevailed. Rainfall was light and scattered in the southern districts, but in North Bengal heavy rain fell almost daily and at times extended westward into Bihar.

During the third week unsettled conditions reappeared over the Bay. Pressure was uniform or relatively low over the sea area, and light northerly winds continued from day to day both on the east coast and in parts of the west coast. This faint disturbance developed very slowly, and for a day or two about the 21st had almost disappeared, but from the 22nd, when the central area was near the head of the Bay, development became more rapid. The depression was still shallow on the 24th, when the centre was a short distance to the south of Saugor Island, and after rapid changes of pressure during the following 24 hours, a well-defined cyclonic disturbance was influencing weather over the Province and the head of the Bay.

The rapid deepening of the depression between the 24th and 25th is difficult to account for, but the pressure changes on the latter date were of the kind that would suggest the

movement of a depression from the north-east to south-west; that is, a rapid rise of pressure was shown over Assam and North Bengal and a rapid fall in South-West Bengal and Chota Nagpur, while on the Orissa coast and apparently over the north of the Bay changes were much smaller. The heavy rainfall in North Bengal and the low temperature showed that weather was unsettled in the north-eastern districts, and the rapid steepening of the pressure gradient from north to south over the Province supports the probability that the sudden development of the disturbance between the 24th and 25th was due to the junction of two small depressions—one from the Bay and the other from the north-east.

During the 25th the depression moved rapidly northwards, and on the morning of the 26th the central area was in the west of Bihar. The course followed was probably curved, and it is probable that the centre of the depression approached the Himalayas in a north-easterly direction. On reaching the hills the disturbance, as usual, to a large extent broke up, but there followed what is not so usual: a residual depression moved eastward along or parallel to the Himalayan range, and was shown in the extreme east of the Brahmaputra valley on the 28th.

The chief features of this disturbance were (1) it caused very little squally weather over the Bay, and it was only after the development on the 25th that strongish winds were experienced near the head of the Bay; (2) in its passage northwards over the western districts, and then eastward over Bihar and North Bengal heavy rainfall was general, more especially in North Bengal, where the after effects of the disturbance were experienced.

On the 28th pressure was still low along the Himalayas, but a rapid rise followed on the 29th, and all trace of the depression had then disappeared. The month closed with high pressure over the whole area and general fine dry weather.

Pressure for the whole month was practically normal over both the Province and the Bay. In the western districts, which came more under the influence of the depressions, means are relatively somewhat lower than in the north-east, but the variation is nowhere more than .02 inch.

Depressions occurred more frequently than usual, especially in the early part of the month, but they were shallow except in the last case, towards the end of the month, when defect in the central area was about .3 inch.

Temperature was more frequently above the normal in the southern districts, but in the north, where cloudy rainy weather was almost continuous, both maximum and minimum readings remained low, though not usually to any great extent. The variation from normal maximum temperature for the whole month varies from excess of 1° in South-West Bengal to defect of less than 1° in North Bengal. The variation in minimum temperature is very similar, but the defect extends westward into Bihar and is rather larger in North Bengal.

The mean variation was excess of 1° in South-West Bengal, Orissa, and Chota Nagpur, and defect of about 1° in North Bengal. Elsewhere mean temperature was practically normal.

Rainfall over the Province as a whole occurred in three periods except in North Bengal and the adjacent part of Bihar, where it was almost continuous and frequently heavy. In the first of these, that is, during the early days of the month, general light rainfall occurred, chiefly in the western districts because the depression to which it was due moved rapidly westward. On the second occasion about a week later the depression passed into the central districts and filled up there. In consequence the rainfall in Bengal was more general and heavy than during the previous disturbance. On the third, towards the end of the month, heavy rain fell in all parts of the Province, but more especially in the western and northern districts. The heaviest falls reported were 15 inches at Mongpoo, 12 inches at Darjeeling, Kalimpong, and Kurseong. Many stations received between 5 and 10 inches in 24 hours between the 25th and 27th, and one or two scattered stations in the western districts reported falls exceeding 10 inches.

The average fall was 25 inches in North Bengal, 13.6 in Bihar, 12.5 in East Bengal, 12 in Chota Nagpur, about 10 in South-West Bengal, and 7.3 in Orissa. These amounts are all in excess of the normal except the last, which is more than three inches in defect. Lower Bengal received about the normal amount, and there was a large excess in Chota Nagpur, Bihar, and North Bengal, especially North Bengal, where it was just under 10 inches.

The following table gives a condensed summary of the rainfall statistics of the present year up to date for each meteorological division, the first nine columns giving the actual average falls in each division for each month expressed as a percentage of the normal, while

the tenth column gives the actual rainfall of the first nine months as a percentage of the normal rainfall for that period :—

| METEOROLOGICAL DIVISIONS. | January. | February. | March. | April. | May. | June. | July. | August. | September. | Actual rainfall of first nine months of 1902 expressed as a percentage of the normal fall for the period. |
|------------------------------|----------|-----------|--------|--------|------|-------|-------|---------|------------|---|
| South-West Bengal | Nil | 2 | 166 | 250 | 136 | 57 | 110 | 89 | 104 | 100 |
| North Bengal | 11 | 2 | 261 | 154 | 112 | 108 | 112 | 123 | 162 | 125 |
| East Bengal | Nil | 1 | 85 | 308 | 127 | 131 | 129 | 92 | 111 | 125 |
| Bihar | 13 | 4 | 263 | 177 | 99 | 60 | 111 | 71 | 144 | 97 |
| Orissa | 104 | 1 | 97 | 218 | 82 | 58 | 169 | 102 | 70 | 102 |
| Chota Nagpur | 31 | 41 | 82 | 116 | 116 | 33 | 111 | 59 | 143 | 86 |

The following table contains full data for the comparison of the actual and normal rainfall of the month of September in all districts of the Province :—

Percentage Table for September 1902.

| DIVISION. | DISTRICT. | Normal district rainfall for September. | Actual district rainfall for September 1902. | Percentage of actual to normal rainfall. | Percentage, ex- cess (+), defect (-). |
|-------------------|------------------------|---|--|---|--|
| South-West Bengal | Burdwan | 8.40 | 8.34 | 99 | - 1 |
| | Birbhum | 10.97 | 15.65 | 143 | + 43 |
| | Bankura | 8.70 | 6.24 | 72 | - 28 |
| | Midnapore | 9.69 | 6.74 | 70 | - 30 |
| | Hooghly | 8.85 | 9.02 | 102 | + 2 |
| | Howrah | 9.45 | 5.90 | 62 | - 38 |
| | 24 Parganas | 10.04 | 9.08 | 90 | - 10 |
| | Calcutta | 10.40 | 6.98 | 67 | - 33 |
| | Nadia | 8.48 | 9.41 | 111 | + 11 |
| | Murshidabad | 9.35 | 14.01 | 150 | + 50 |
| | Jessore | 8.45 | 12.32 | 146 | + 46 |
| | Khulna | 9.55 | 9.73 | 102 | + 2 |
| | Rajshahi | 10.50 | 12.43 | 118 | + 18 |
| | Dinajpur | 13.03 | 18.33 | 141 | + 41 |
| | Jalpaiguri | 23.00 | 43.92 | 191 | + 91 |
| North Bengal | Darjeeling | 19.29 | 45.90 | 238 | + 138 |
| | Cooch Behar | 21.60 | 39.41 | 182 | + 82 |
| | Rangpur | 14.10 | 20.10 | 143 | + 43 |
| | Bogra | 10.95 | 16.87 | 154 | + 54 |
| | Pabna | 9.49 | 15.50 | 163 | + 63 |
| | Dacca | 9.05 | 12.59 | 139 | + 39 |
| | Mymensingh | 12.73 | 11.47 | 90 | - 10 |
| | Faridpur | 8.28 | 11.89 | 144 | + 44 |
| | Backergunge | 11.35 | 15.90 | 140 | + 40 |
| | Tippera | 9.49 | 9.58 | 101 | + 1 |
| East Bengal | Noakhali | 14.15 | 13.09 | 93 | - 7 |
| | Chittagong | 12.24 | 14.05 | 115 | + 15 |
| | Chittagong Hill Tracts | 11.67 | 9.92 | 85 | - 15 |
| | Patna | 7.20 | 12.70 | 176 | + 76 |
| | Gaya | 6.55 | 11.07 | 169 | + 69 |
| | Shahabad | 6.86 | 10.33 | 151 | + 51 |
| | Saran | 8.20 | 13.07 | 159 | + 59 |
| | Champaran | 5.93 | 13.70 | 138 | + 38 |
| | Muzaffarpur | 8.17 | 12.64 | 155 | + 55 |
| | Darbhanga | 10.06 | 19.27 | 192 | + 92 |
| Bihar | Monghyr | 9.57 | 11.70 | 122 | + 22 |
| | Bhagalpur | 10.19 | 18.33 | 180 | + 80 |
| | Purnea | 15.43 | 17.24 | 112 | + 12 |
| | Malda | 11.54 | 12.00 | 104 | + 4 |
| | Sonthal Parganas | 11.10 | 14.36 | 129 | + 29 |
| | Cuttack | 10.19 | 7.50 | 74 | - 26 |
| | Balasore | 11.23 | 7.50 | 67 | - 33 |
| | Puri | 9.89 | 6.88 | 70 | - 30 |
| | Hazaribagh | 8.37 | 13.61 | 161 | + 61 |
| | Ranchi | 8.30 | 10.58 | 127 | + 27 |
| Chota Nagpur | Palamau | 7.65 | 12.65 | 165 | + 65 |
| | Manbhum | 8.36 | 14.89 | 178 | + 78 |
| | Singbhum | 8.17 | 9.55 | 117 | + 17 |

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of September 1902:—

| METEOROLOGICAL DIVISIONS. | TEMPERATURE. | | | | | | RAINFALL— | | | | | | | |
|---------------------------|--------------------------------|-------------------------------|-------------------------|------------------------|-----------------------|--|-----------|-----------------|------------|--------------------------|---------------------------------|------------|----------------------|-----------------|
| | Highest observed during month. | Lowest observed during month. | Averages for month. | | | Average mean of month above or below normal mean of month. | Of month. | | | Rainy days. | | | Since 16th May 1902. | |
| | | | Of highest of each day. | Of lowest of each day. | Of mean for each day. | | Average. | Normal average. | Variation. | Average number in month. | Normal average number in month. | Variation. | Average. | Normal average. |
| | | | | | | | | | | | | | | |
| South-West Bengal | 94.2 | 71.9 | 89.9 | 78.8 | 84.3 | +0.9 | 9.65 | 9.32 | +0.33 | 11.68 | 11.58 | +0.10 | 43.08 | 47.08 |
| North Bengal | 95.9 | 70.8 | 86.3 | 76.9 | 81.6 | —0.8 | 24.74 | 15.27 | +9.47 | 17.37 | 13.10 | +4.27 | 88.03 | 72.88 |
| East Bengal | 92.3 | 73.1 | 87.5 | 78.0 | 82.8 | +0.2 | 12.47 | 11.20 | +1.27 | 14.16 | 13.03 | +1.13 | 80.35 | 68.52 |
| Bihar | 95.2 | 70.9 | 88.8 | 77.6 | 83.3 | —0.2 | 13.64 | 9.46 | +4.18 | 13.40 | 9.47 | +3.93 | 42.67 | 44.13 |
| Orissa | 94.9 | 74.1 | 89.5 | 78.9 | 84.2 | +0.8 | 7.28 | 10.40 | —3.12 | 10.00 | 13.25 | —2.25 | 46.07 | 46.19 |
| Chota Nagpur* | 93.6 | 66.4 | 87.2 | 74.8 | 81.0 | +1.0 | 11.78 | 8.21 | +3.57 | 11.62 | 10.37 | +1.25 | 39.20 | 46.28 |
| Assam | 97.6 | 69.5 | 86.8 | 76.1 | 81.4 | —0.3 | | | | | | | | |

* Purulia not included.

METEOROLOGICAL OFFICE, BENGAL,
The 21st October 1902.

O. LITTLE,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 12th to 18th October 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 32° Fabr. | TEMPERATURE. | | | | HYGROMETRY. | | | | WIND. | | Rain. | WEATHER. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----------------|---------|---------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. | | |
| 1902. | | ° | | Inches. | ° | ° | ° | ° | ° | Inches | ° | % | | | Inches. | |
| Oct. | 12th | 151.5 | 8.3 | 29.990 | 82.3 | 93.0 | 17.5 | 75.5 | 77.0 | 0.856 | 74.5 | 79 | SW by W and NW by W. | 60 | Nil | Chiefly clear. |
| " | 13th | 145.5 | 8.3 | .933 | 81.5 | 91.0 | 15.8 | 75.2 | 76.3 | .839 | 73.9 | 79 | NW by W and SW by S. | 63 | " | Chiefly clear. |
| " | 14th | 149.2 | 6.1 | .911 | 80.3 | 89.8 | 15.7 | 74.1 | 76.3 | .856 | 74.5 | 83 | SW by S and variable. | 50 | 0.01 | Partially clear, d. |
| " | 15th | 145.4 | 7.3 | .917 | 80.3 | 88.7 | 13.7 | 75.0 | 75.4 | .815 | 73.1 | 80 | NNW and WNW | 72 | Nil | Partially clear. |
| " | 16th | 143.1 | 7.8 | .912 | 79.3 | 89.1 | 16.8 | 72.3 | 73.4 | .745 | 70.5 | 76 | NW and calm | 49 | " | Chiefly clear. |
| " | 17th | 142.9 | 8.6 | .948 | 81.7 | 90.2 | 17.1 | 73.1 | 74.9 | .775 | 71.6 | 72 | SW, SW by W and calm. | 83 | " | Chiefly clear. |
| " | 18th | 144.9 | 8.5 | .909 | 81.3 | 88.6 | 14.5 | 74.1 | 74.8 | .776 | 71.6 | 73 | S and NNW | 88 | " | Clear, d. |

| | | | | | | | | | | | | | | | | |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
| The mean pressure of the seven days | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Inches. |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29.931 |
| The total number of hours of bright sunshine | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Hours. |
| The maximum possible number of hours of sunshine | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 54.9 |
| The mean temperature of the seven days | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 81.0 |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 82.3 |
| The extreme variation of temperature | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20.7 |
| The maximum temperature | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 93.0 |
| The highest velocity of the wind in one hour | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Miles. |
| The mean relative humidity | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 77 |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 79 |
| The total fall of rain from 12th to 18th October 1902... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Inches. |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.01 |
| The total fall from 1st January to 18th October 1902 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0.79 |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 58.97 |
| The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph and from eye observations. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 62.28 |

The maximum and minimum temperatures are obtained from self-registering thermometers. All thermometers are verified, and the readings have been corrected to a standard constructed and verified at Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, form at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed at the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph. The mouth of the rain-gauge is one foot above the ground.

d, dew; d, drizzling rain.

METEOROLOGICAL OFFICE, GOVT. OF INDIA;
Alipore (Calcutta), the 20th October 1902.

G. W. KÜCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 4th October 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 4TH OCTOBER 1902. | | | WEEK ENDING SATURDAY, THE 5TH OCTOBER 1901. | | |
|------------------|---|------------------|----------|---|------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 723 | 41,775 | 528 | 694 | 87,900 | 1,250 |
| Jute | 424 | 79,975* | 1,342 | 441 | 1,07,225† | 1,700 |
| Firewood | 68 | 38,025 | 583 | 64 | 44,925 | 666 |
| Other articles | 818 | 1,76,610 | 2,060 | 717 | 1,81,450 | 1,984 |
| Total | 2,033 | 3,36,385 | 4,513 | 1,916 | 4,21,500 | 5,600 |

* Weight by canal measurement, 72,925 maunds.

† Ditto ditto, 1,06,500 „

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 11th October 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 11TH OCTOBER 1902. | | | WEEK ENDING SATURDAY, THE 12TH OCTOBER 1901. | | |
|------------------|--|------------------|----------|--|------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 411 | 46,875 | 620 | 679 | 83,850 | 1,247 |
| Jute | 294 | 71,100* | 1,160 | 439 | 1,26,775† | 2,070 |
| Firewood | 49 | 30,100 | 464 | 120 | 70,375 | 1,281 |
| Other articles | 577 | 1,08,587½ | 1,215 | 757 | 1,52,160 | 1,799 |
| Total | 1,331 | 2,56,662½ | 3,459 | 1,995 | 4,32,160 | 6,397 |

* Weight by canal measurement, 81,463½ maunds.

† Ditto ditto, 1,20,937½ „

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 18th October 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 18TH OCTOBER 1902. | | | WEEK ENDING SATURDAY, THE 19TH OCTOBER 1901. | | |
|------------------|--|------------------|----------|--|------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 615 | 63,950 | 924 | 543 | 57,810 | 732 |
| Jute | 419 | 1,02,525* | 1,709 | 432 | 1,03,725† | 1,686 |
| Firewood | 121 | 47,775 | 714 | 107 | 74,800 | 1,124 |
| Other articles | 672 | 1,23,137½ | 1,308 | 784 | 1,71,777 | 2,275 |
| Total | 1,773 | 3,37,387½ | 4,655 | 1,866 | 4,08,112 | 5,817 |

* Weight by canal measurement, 1,01,100 maunds.

† Ditto ditto, 99,075 „

Weekly Return of Traffic Receipts on Indian Railways.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 27th September 1902 on 139 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 34,137 | 15,218 0 0 | 1,72,808 0 | 24,158 0 0 | 195 0 0 | 39,571 0 0 | 3,354 | 6,520 | 9,874 |
| Or per mile of railway ... | 263 | 117 0 0† | 1,243 0 | 174 0 0 | 1 0 0 | 292 0 0 | ..... | ..... | ..... |
| For previous 12 weeks of half-year ... | 410,381 | 1,56,905 0 0 | 11,91,159 0 | 1,31,309 0 0 | 3,193 0 0 | 2,91,367 0 0 | 40,019 | 43,654 | 83,673 |
| Total for 13 weeks ... | 444,518 | 1,72,123 0 0 | 13,63,967 0 | 1,55,427 0 0 | 3,388 0 0 | 3,30,938 0 0 | 43,373 | 50,174 | 93,547 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 29,634 | 14,622 0 0 | 1,75,341 0 | 18,777 0 0 | 2,701 0 0 | 36,100 0 0 | 2,942 | 5,803 | 8,745 |
| Per mile of railway corresponding week of previous year ... | 228 | 112 0 0 | 1,261 0 | 135 0 0 | 19 0 0 | 266 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year ... | 445,229 | 1,65,822 0 0 | 15,58,265 0 | 1,82,827 0 0 | 35,788 0 0 | 3,84,437 0 0 | 40,317 | 63,378 | 1,03,695 |

* Audited up to week ending 9th August 1902.
† Coaching traffic calculated on 130 miles only.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 4th October 1902 on 139 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 44,292 | 18,264 0 0 | 1,75,213 0 | 23,380 0 0 | 141 0 0 | 41,785 0 0 | 3,354 | 6,520 | 9,874 |
| Or per mile of railway ... | 341 | 140 0 0† | 1,261 0 | 168 0 0 | 1 0 0 | 309 0 0 | ..... | ..... | ..... |
| For previous 13 weeks of half-year ... | 444,518 | 1,72,123 0 0 | 13,63,967 0 | 1,55,427 0 0 | 3,388 0 0 | 3,30,938 0 0 | 43,373 | 50,174 | 93,547 |
| Total for 14 weeks ... | 488,810 | 1,90,387 0 0 | 15,39,180 0 | 1,78,807 0 0 | 3,529 0 0 | 3,72,723 0 0 | 46,727 | 56,694 | 1,03,421 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 48,245 | 16,270 0 0 | 1,54,130 0 | 20,331 0 0 | 238 0 0 | 36,839 0 0 | 3,075 | 6,274 | 9,349 |
| Per mile of railway corresponding week of previous year ... | 371 | 125 0 0 | 1,109 0 | 146 0 0 | 2 0 0 | 273 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year ... | 403,474 | 1,82,092 0 0 | 17,12,395 0 | 2,03,157 0 0 | 36,027 0 0 | 4,21,276 0 0 | 43,392 | 69,652 | 1,13,044 |

* Audited up to week ending 9th August 1902.
† Coaching traffic calculated on 130 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 4th October 1902 on 558 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 30,977 | 20,159 0 0 | 2,97,446 0 | 24,289 0 0 | 1,789 0 0 | 46,237 0 0 | 6,607 | 10,361 | 16,968 |
| Or per mile of railway ... | 55.51 | 36.13 | 505.00 | 41.24 | 3.04 | 80.41 | 11.84 | 17.69 | 29.53 |
| For previous 13 weeks of half-year ... | 356,353 | 2,11,223 0 0 | 24,65,987 0 | 2,11,158 0 0 | 17,873 0 0 | 14,40,254 0 0 | 81,655 | 113,985 | 195,640 |
| Total for 14 weeks ... | 387,330 | 2,31,382 0 0 | 27,64,433 0 | 2,35,447 0 0 | 19,662 0 0 | 4,86,401 0 0 | 88,262 | 124,346 | 212,608 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 32,771 | 19,604 0 0 | 1,66,715 0 | 25,155 0 0 | 620 0 0 | 45,379 0 0 | 5,666 | 8,026 | 13,692 |
| Per mile of railway corresponding week of previous year ... | 58.73 | 35.13 | 288.43 | 43.52 | 1.07 | 79.72 | 10.15 | 13.89 | 24.04 |
| Total to corresponding date of previous year ... | 3,66,418 | 2,15,266 0 0 | 17,53,687 0 | 2,52,577 0 0 | 17,777 0 0 | 4,86,620 0 0 | 86,598 | 87,661 | 174,259 |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR WEEK ENDING 4TH OCTOBER 1902. | | | RECEIPTS FOR WEEK ENDING 5TH OCTOBER 1901. | | | TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 4TH OCTOBER 1902. | | | TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 5TH OCTOBER 1901. | | | Total increase in 1902. | Total decrease in 1902. |
|---|-----------|------------------------|---|-----------|------------------------|---|-----------------|------------------------|---|-----------------|------------------------|-------------------------------|-------------------------------|
| Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | | |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | | | Rs. | | | Rs. |
| 589 | 46,237 | 80.41 | 578 | 45,379 | 79.72 | 589 | 9,41,465 | ... | 578 | 10,06,418 | ... | ..... | 64,953 |

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 4th October 1902 on 1,261 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------------|------------|-------------------------------------|------------|--|--------------------|--------------------------|-------------------|---------|
| | Number of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchan- dise. | Total. |
| Total traffic for the week on 1,261 miles open | 169,100 | Rs. 63,010 | Mds. 4,11,510 | Rs. 46,170 | Rs. 10,520 | (a) 1,19,700 | 41,878 | (b) 28,110 | 69,988 |
| per mile of railway | 134.10 | 49.97 | 326.24 | 36.61 | 8.34 | 94.92 | ..... | ..... | ..... |
| for previous 12½ weeks of half- year (c) | 2,319,017 | 9,02,149 | 64,03,100 | 7,38,432 | 1,80,416 | 18,20,997 | 522,380 | 391,414 | 913,794 |
| Total for 13½ weeks | 2,488,117 | 9,65,159 | 69,03,610 | 7,84,602 | 1,90,936 | 19,40,697 | 564,258 | 419,524 | 983,782 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 1,251 miles open | 174,968 | 71,694 | 4,14,204 | 53,695 | 14,665 | 1,40,054 | 32,502 | (d) 27,191 | 59,693 |
| per mile of railway correspond- ing week of previous year | 139.86 | 57.31 | 331.10 | 42.92 | 11.72 | 111.95 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 2,464,030 | 9,29,788 | 75,52,739 | 8,07,526 | 2,11,766 | 19,49,080 | 475,729 | 385,432 | 861,161 |

- (a) The decrease is due to a general falling off.
(b) Includes 7,666 miles of ballast trains run on open line.
(c) " audited figures up to week ending 19th July 1902.
(d) " 6,168 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 4th October 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|------------------------|-----------|-------------------------------------|-----------|-----------------------------------|--------------------|--------------------------|-------------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchan- dise. | Total. |
| Total traffic for the week on 18 miles open | No. 2,355 | Rs. 271 | Mds. 14,287 | Rs. 224 | Rs. 19 | Rs. 514 | 360 | 144 | 504 |
| per mile of railway | 125.28 | 15.06 | 793.72 | 12.44 | 1.06 | 28.56 | ..... | ..... | ..... |
| for previous 12½ weeks of half- year (a) | 18,452 | 2,174 | 1,02,268 | 2,906 | 85 | 5,165 | 3,899 | 1,157 | 5,046 |
| Total for 13½ weeks | 20,707 | 2,445 | 1,16,555 | 3,130 | 104 | 5,679 | 4,240 | 1,301 | 5,540 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open per mile of railway correspond- ing week of previous year | 2,335 | 333 | 14,732 | 294 | 7 | 634 | 378 | 129 | 504 |
| Total to corresponding date of previous year | 129.72 | 18.52 | 818.44 | 16.32 | 0.40 | 35.24 | ..... | ..... | ..... |
| | 33,254 | 4,868 | 1,15,269 | 3,315 | 147 | 8,330 | 5,815 | 1,205 | 7,020 |

- (a) Includes audited figures up to week-ending 19th July 1902.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 889 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------|--------------------------|--------------|-----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 224,000 | 1,10,590 0 0 | 12,85,700 0 | 2,90,760 0 0 | 12,680 0 0 | 4,14,030 0 0 | 38,500 | 40,510 | 79,010 |
| Or per mile of railway ... | 252 | 124 0 0 | 1,446 0 | 327 0 0 | 2 0 0* | 463 0 0* | ... | ... | ... |
| For previous 14 weeks of half-year† ... | 3,008,601 | 13,98,994 0 0 | 1,52,06,731 0 | 30,69,501 0 0 | 2,52,406 0 0 | 47,20,901 0 0 | 520,122 | 568,710 | 1,088,832 |
| Total for 15 weeks ... | 3,232,601 | 15,09,584 0 0 | 1,64,92,431 0 | 33,60,261 0 0 | 2,65,086 0 0 | 51,34,931 0 0 | 558,622 | 618,220 | 1,176,842 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 243,038 | 1,13,840 0 0 | 13,37,409 0 | 2,82,163 0 0 | 12,631 0 0 | 4,08,642 0 0 | 37,848 | 51,580 | 89,428 |
| Per mile of railway corresponding week of previous year ... | 285 | 133 0 0 | 1,566 0 | 330 0 0 | 2 0 0 | 465 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 3,244,039 | 14,18,745 0 0 | 1,65,48,998 0 | 31,98,475 0 0 | 3,21,535 0 0 | 49,38,755 0 0 | 550,213 | 654,948 | 1,205,161 |

* Excluding ferry earnings, Rs. 11,000.

† Audited up to week ending 2nd August 1902.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 59·37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 7,040 | 2,200 0 0 | 37,720 0 | 4,129 0 0 | 40 0 0 | 6,360 0 0 | 915 | 1,300 | 2,215 |
| Or per mile of railway ... | 119 | 37 0 0 | 635 0 | 69 0 0 | 1 0 0 | 107 0 0 | ... | ... | ... |
| For previous 14 weeks of half-year* ... | 94,043 | 27,474 0 0 | 4,42,001 0 | 46,341 0 0 | 459 0 0 | 74,274 0 0 | 14,154 | 17,216 | 31,370 |
| Total for 15 weeks ... | 101,083 | 29,674 0 0 | 4,79,721 0 | 50,461 0 0 | 499 0 0 | 80,634 0 0 | 15,069 | 18,516 | 33,585 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 8,426 | 2,294 0 0 | 34,735 0 | 3,506 0 0 | 30 0 0 | 6,130 0 0 | 930 | 750 | 1,680 |
| Per mile of railway corresponding week of previous year ... | 143 | 39 0 0 | 589 0 | 64 0 0 | 1 0 0 | 104 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 97,902 | 26,386 0 0 | 4,12,500 0 | 41,178 0 0 | 371 0 0 | 67,935 0 0 | 12,742 | 17,705 | 30,447 |

* Audited up to week ending 2nd August 1902.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 53·37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 9,360 | 2,350 0 0 | 53,310 0 | 2,470 0 0 | 40 0 0 | 4,860 0 0 | 1,000 | 464 | 1,464 |
| Or per mile of railway ... | 176 | 44 0 0 | 999 0 | 46 0 0 | 1 0 0 | 91 0 0 | ... | ... | ... |
| For previous 14 weeks of half-year* ... | 116,721 | 30,840 0 0 | 3,40,747 0 | 16,358 0 0 | 463 0 0 | 47,610 0 0 | 16,322 | 10,450 | 26,772 |
| Total for 15 weeks ... | 126,081 | 33,190 0 0 | 4,03,057 0 | 18,828 0 0 | 443 0 0 | 52,470 0 0 | 17,382 | 10,914 | 28,296 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 12,633 | 2,977 0 0 | 38,101 0 | 1,603 0 0 | 46 0 0 | 4,625 0 0 | 840 | 609 | 1,449 |
| Per mile of railway corresponding week of previous year ... | 237 | 56 0 0 | 714 0 | 30 0 0 | 1 0 0 | 87 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 122,557 | 30,968 0 0 | 2,90,268 0 | 11,919 0 0 | 484 0 0 | 43,371 0 0 | 15,677 | 9,767 | 25,444 |

* Audited up to week ending 2nd August 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 86 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 22,030 | 8,010 0 0 | 29,000 0 | 3,610 0 0 | 50 0 0 | 11,670 0 0 | 2,820 | 1,488 | 4,308 |
| Or per mile of railway ... | 256 | 93 0 0 | 337 0 | 42 0 0 | 1 0 0 | 136 0 0 | ... | ... | ... |
| For previous 14 weeks of half-year* | 376,497 | 1,07,237 0 0 | 4,19,543 0 | 34,593 0 0 | 2,557 0 0 | 1,44,387 0 0 | 38,931 | 21,385 | 60,316 |
| Total for 15 weeks ... | 398,527 | 1,15,247 0 0 | 4,48,543 0 | 38,203 0 0 | 2,607 0 0 | 1,56,037 0 0 | 41,751 | 22,873 | 64,624 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 30,971 | 9,782 0 0 | 79,700 0 | 8,696 0 0 | 178 0 0 | 18,636 0 0 | 2,832 | 3,104 | 5,936 |
| Per mile of railway corresponding week of previous year ... | 360 | 114 0 0 | 927 0 | 101 0 0 | 2 0 0 | 217 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 391,991 | 1,14,962 0 0 | 7,01,509 0 | 64,592 0 0 | 7,365 0 0 | 1,86,919 0 0 | 43,013 | 34,554 | 77,567 |

* Audited up to week ending 2nd August 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 33.6 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 2,000 | 990 0 0 | 10,150 0 | 660 0 0 | 30 0 0 | 1,680 0 0 | 295 | 2,081 | 2,376 |
| Or per mile of railway ... | 56 | 29 0 0 | 302 0 | 20 0 0 | 1 0 0 | 50 0 0 | ... | ... | ... |
| For previous 14 weeks of half-year* | 32,602 | 10,899 0 0 | 3,11,898 0 | 15,648 0 0 | 331 0 0 | 26,878 0 0 | 3,778 | 23,764 | 27,542 |
| Total for 15 weeks ... | 35,595 | 11,889 0 0 | 3,22,048 0 | 16,308 0 0 | 361 0 0 | 28,558 0 0 | 4,073 | 25,845 | 29,918 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 2,823 | 940 0 0 | 7,272 0 | 1,008 0 0 | 213 0 0 | 2,170 0 0 | 299 | 247 | 546 |
| Per mile of railway corresponding week of previous year ... | 84 | 28 0 0 | 215 0 | 30 0 0 | 1 0 0 | 59 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 30,867 | 11,262 0 0 | 1,10,186 0 | 13,211 0 0 | 2,152 0 0 | 26,625 0 0 | 3,671 | 8,305 | 11,976 |

* Audited up to week ending 2nd August 1902.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for the week ending 26th July 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. A. P. | Mds. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the period on 18 miles open ... | 2,112 | 213 0 0 | 5,637 | 122 0 0 | 11 3 0 | 346 3 0 | 432 | 72 | 504 |
| Or per mile of railway ... | 117.33 | 11 13 4 | 313.17 | 6 12 6 | 0 9 11 | 19 3 9 | ... | ... | ... |
| For previous 24 weeks of half-year ... | 5,653 | 583 0 | 35,771 | 716 0 0 | 11 6 0 | 1,310 6 0 | 973 | 395 | 1,368 |
| Total for 34 weeks ... | 7,765 | 796 0 0 | 41,408 | 838 0 0 | 22 9 0 | 1,656 9 0 | 1,405 | 467 | 1,872 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open ... | 1,988 | 311 15 10 | 9,150 | 268 7 7 | 5 9 0 | 586 0 5 | 414 | 90 | 504 |
| Per mile of railway corresponding period of previous year ... | 110.44 | 17 5 4 | 508.33 | 14 14 8 | 0 4 11 | 32 8 11 | ... | ... | ... |
| Total to corresponding date of previous year ... | 8,019 | 1,297 1 10 | 33,519 | 1,004 12 3 | 52 1 0 | 2,323 15 1 | 1,592 | 382 | 1,974 |

SEGOWLIE-BAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for the week ending 2nd August 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. A. P. | Mds. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the period on 18 miles open | 1,636 | 167 0 0 | 7,415 | 169 0 0 | 5 7 0 | 341 7 0 | 419 | 85 | 504 |
| Or per mile of railway | 90.36 | 9 4 5 | 411.94 | 9 6 3 | 0 4 10 | 18 15 6 | ..... | ..... | ..... |
| For previous 3½ weeks of half-year | 7,765 | 796 0 0 | 41,408 | 838 0 0 | 22 9 0 | 1,656 9 0 | 1,405 | 467 | 1,872 |
| Total for 4½ weeks | 9,395 | 963 0 0 | 48,823 | 1,007 0 0 | 28 0 0 | 1,998 0 0 | 1,824 | 552 | 2,376 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 1,082 | 296 2 8 | 4,706 | 200 0 0 | 5 2 0 | 501 4 8 | 475 | 65 | 540 |
| Per mile of railway corresponding period of previous year | 110.11 | 16 7 3 | 261.44 | 11 1 9 | 0 4 7 | 27 13 7 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 10,001 | 1,563 4 6 | 38,225 | 1,204 13 3 | 57 3 0 | 2,825 3 9 | 2,067 | 417 | 2,484 |

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

| | | Rs. A. P. | | Rs. A. P. | |
|---|----------------|-----------|-----------|--------------|--|
| Approximate earnings for the week ending 11th Oct. 1902 | Coaching | ... | 8,050 0 0 | 15,735 0 0 | |
| | Goods | ... | 7,595 0 0 | | |
| | Other earnings | ... | 90 0 0 | | |
| Audited earnings for the corresponding period of 1901 | Coaching | ... | 8,565 0 0 | 15,605 0 0 | |
| | Goods | ... | 6,958 0 0 | | |
| | Other earnings | ... | 82 0 0 | | |
| | | Increase | ... | 130 0 0 | |
| Receipts per mile for the week ending 11th Oct. 1902 | | ... | ... | 308 8 6 | |
| Ditto for the corresponding period of 1901 | | ... | ... | 305 15 8 | |
| | | Increase | ... | 2 8 10 | |
| Receipts from 1st July to 11th Oct. 1902 | | ... | ... | 1,98,418 0 0 | |
| Ditto for the corresponding period of 1901 | | ... | ... | 2,09,912 0 0 | |
| | | Decrease | ... | 11,494 0 0 | |



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, OCTOBER 29, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

CONTENTS.

| | Page | | Page |
|---|------|--|------|
| LIBERALITY of Rai Amrita Nath Mitter Bahadur | 1543 | RESULTS of the Meteorological Observations taken at the | |
| Weather and Crop Report for the week ending the 27th | | Alipore Observatory from 19th to 25th October 1902 ... | 1550 |
| October 1902 | 1544 | Bengal-Nagpur Railway during the month of July | |
| Abstract statement showing Tollage on Canals in | | 1902 | 1551 |
| Bengal classed as Major and Minor Works for the | | Bengal Central Railway during the month of July 1902 ... | 1553 |
| month of August 1902 | 1548 | Eastern Bengal State Railway during the month of | |
| Circular and Eastern Canal for the week ending Satur- | | July 1902 | 1555 |
| day the 25th October 1902 | 1549 | Weekly Return of Traffic Receipts on Indian Railways .. | 1557 |

LIBERALITY OF RAI AMRITA NATH MITTER BAHADUR.

No. 2226T.M., dated Darjeeling, the 22nd October 1902.

From—E. W. COLLIN, Esq., Offg. Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Inspector-General of Civil Hospitals, Bengal.

I AM directed to acknowledge the receipt of your letter No. 3131D., dated the 29th September 1902, forwarding a copy of a memorandum from the Principal of the Medical College, Calcutta, reporting that Rai Amrita Nath Mitter Bahadur has deposited into the Government Treasury a sum of Rs. 22,036 for the construction of an additional building to be called the Dwarka Nath Mitter's out-door eye dispensary in connection with the Medical College Hospital.

2. In reply, I am to request that you will be so good as to convey the thanks of Government to the donor for his liberality. This letter will be published in the *Calcutta Gazette*.

WEATHER AND CROP REPORT.

For the week ending the 27th October 1902.

Burdwan.—Rainfall at Sadar 0·01, Kalna 0·74, Katwa 0·68, Raniganj 0·74. Weather cloudy. Threshing of *aus* continues. Sowing of *rabi* commenced. Condition of *aman* and other standing crops fair. Condition of cattle good. More rain wanted. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

Birbhum.—Rainfall at Sadar 0·87, Rampur Hât 0·22. Weather fair. Sugarcane thriving. Harvesting of *aus* crop commenced. Common rice sells at 12½ seers per rupee. Fodder and water sufficient.

Bankura.—Rainfall at Sadar ·33. More rain badly wanted for paddy crops. Sugarcane doing well. Fodder and water sufficient. Common rice sells at 13 seers 5 chitaks per rupee.

Midnapore.—Rainfall at Sadar 0·67, Contai ·14, Tamluk nil, Ghatal nil. More rain urgently required all over the district. Weather hot and cloudy. Prospects of crops not hopeful. *Rabi* sowing going on. Fodder and water sufficient. Cattle-disease reported from thana Binpur. Common rice sells as follows:—

| | | | Srs. | ch. | |
|--------|-----|-----|------|------|--------------|
| Sadar | ... | ... | ... | 12 8 | } per rupee. |
| Contai | ... | ... | ... | 12 0 | |
| Tamluk | ... | ... | ... | 11 0 | |
| Ghatal | ... | ... | ... | 12 0 | |

Hooghly.—Rainfall at Sadar 0·49, Serampore ·05, Arambagh nil. Weather seasonable. Weeding of *aman*, washing of jute and sowing of *rabi* crops continue. More rain wanted. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. | ch. | |
|-----------|-----|-----|------|------|--------------|
| Sadar | ... | ... | ... | 10 0 | } per rupee. |
| Serampore | ... | ... | ... | 10 2 | |
| Arambagh | ... | ... | ... | 11 2 | |

Howrah.—Rainfall at Sadar 0·55, Ulubaria 0·59. Rainfall recorded only on one day during the week. More rain wanted. The *aman* crop suffering for want of rain on high lands. Washing of jute still continues. Sugarcane doing well. Lands are being prepared for *rabi* sowings. A few cases of death of cattle reported within the jurisdiction of Panchla outpost. Fodder and water-supply sufficient. Common rice sells on an average 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 2·60, Barasat nil, Basirhat 0·80, Diamond Harbour nil. Weather cool at night. State and prospect of crops fair. Crops on high lands in Diamond Harbour show signs of withering. Rain badly wanted in all subdivisions. *Rabi* crops being sown and in places lands being prepared for them. Common rice sells at 11 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar, Chuadanga and Kushtia nil, Ranaghat 0·42, Meherpur 0·29. Prospects of *aman* and sugarcane crops good. *Rabi* sowings going on. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

| | | | Srs. | ch. | |
|-----------|-----|-----|------|------|--------------|
| Sadar | ... | ... | ... | 12 8 | } per rupee. |
| Kushtia | ... | ... | ... | 11 0 | |
| Chuadanga | ... | ... | ... | 11 4 | |
| Meherpur | ... | ... | ... | 12 8 | |
| Ranaghat | ... | ... | ... | 12 0 | |

Murshidabad.—Rainfall at Sadar ·21, Kandi ·43, Lalbagh ·20, Jangipur return not received. Weather seasonable. Prospects of *aman* and sugarcane good. Cultivation of *rabi* crops going on. No cattle-disease reported from anywhere. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. | ch. | |
|----------|-----|-----|--------------|------|--------------|
| Sadar | ... | ... | ... | 11 8 | } per rupee. |
| Kandi | ... | ... | ... | 14 8 | |
| Jangipur | ... | ... | Not reported | | |
| Lalbagh | ... | ... | ... | 11 8 | |

Jessore.—Rainfall at Sadar nil, Jhenida 0·06, Narail 0·02, Bangaon 0·30. No report received from Magura. Weather seasonable. Prospect of crops good. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

| | | | Srs. | ch. | |
|---------|-----|-----|------|------|--------------|
| Sadar | ... | ... | ... | 12 0 | } per rupee. |
| Jhenida | ... | ... | ... | 12 0 | |
| Narail | ... | ... | ... | 11 8 | |
| Bongaon | ... | ... | ... | 13 0 | |

Khulna.—Rainfall nil. Weather seasonable. *Aman* paddy doing well. Outturns of cocoanuts estimated at 96, *aus* 90, jute 85 and *boro* 90 per cent. State of date-sugar (tapping) good. Fodder and water sufficient. A few cases of cattle-disease reported from Dumuria and Paikgachha. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|-----|----|
| Sadar | ... | 11 | 8 |
| Bagerhat | ... | 11 | 12 |
| Satkhira | ... | 10 | 8 |

} per rupee.

Rajshahi.—Rainfall at Sadar 0·03, Nator 0·37. Prospects of standing crops good. Sowing of *rabi* progressing. Fodder and water sufficient. Common rice selling at 12 seers per rupee.

Dinajpur.—Rainfall at Sadar nil. Fall in the district slight and scattered. Weather fine. Standing crops good. No cattle-disease. Fodder and drinking-water plentiful. Rice selling at 14 seers at Sadar and 12 seers at Thakurgaon.

Jalpaiguri.—Rainfall nil. Weather seasonable. *Haimanti* paddy doing well. Fields for tobacco and potatoes are being prepared. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 0·00, Kurseong 0·00, Siliguri 0·01. Weather seasonable. *Hills*—Maize, *chhota* and *bara marua*, *bhadoi* and *haimanti dhan*, *phaphar*, and *kalai dal* doing well. *Terai*—Cutting of jute finished. Steeping going on. *Haimanti* paddy doing well. Coarse rice sells as follows:—

| | Srs. | ch. | |
|-------|------|-----|---|
| Hills | ... | 8 | 0 |
| Terai | ... | 10 | 0 |

} per rupee.

Maize sells at Darjeeling at 20 seers and at Kalimpong at 36 seers per rupee.

Rangpur.—Report not received.

Bogra.—Rainfall at Sadar nil. Slight fall in east and south. Weather seasonable. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Pabna.—Rainfall at Sadar nil, Sirajganj 0·26. Weather seasonable. Prospects of standing crops fair. Fodder and water sufficient. Common rice sells at 10 seers per rupee.

Dacca.—Rainfall nil. Weather seasonable. Prospects of crops good. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall at Sadar 0·17, Jamalpur 0·45, Kishanganj 0·86, Netrokona 0·54. Weather seasonable. Condition of winter rice good. *Rabi* crops are being sown. Fodder reported scarce in Kishorganj. Water sufficient. No cattle-disease. Common rice selling as follows:—

| | Srs. | ch. | |
|------------|------|-----|----|
| Sadar | ... | 12 | 0 |
| Jamalpur | ... | 13 | 5 |
| Netrokona | ... | 12 | 3 |
| Kishorganj | ... | 11 | 0 |
| Tangail | ... | 10 | 14 |

} per rupee.

Faridpur.—Rainfall at Sadar nil, Goalundo 0·11, Madaripore 0·01. Weather seasonable. State of standing crops good. Condition of cattle good. Rice sells at 11 seers a rupee.

Backergunge.—Rainfall nil. Weather seasonable. Prospects good. No cattle-disease. Fodder sufficient. Common *aman* 11½ and *aus* 12½ seers per rupee.

Tippera.—Rainfall nil. Weather seasonable. Prospects fair. *Aman* paddy thriving. Cultivation for *rabi* crops has begun. Fodder and water sufficient. No cattledisease. Common rice sells as follows:—

| | Srs. | ch. | |
|--------------|------|-----|---|
| Sadar | ... | 14 | 0 |
| Brahmanbaria | ... | 13 | 5 |
| Chandpur | ... | 11 | 0 |

} per rupee.

Noakhali.—No rain. Weather seasonable. Prospects good. Lands being ploughed for *rabi* crops. Outturn of *aus* 80 per cent. Fodder and water sufficient. Slight cattle-disease at Sudharam. Common rice sells at Sadar at 12 seers and at Feni at 14 seers per rupee.

Chittagong.—No rain during the week. Cultivation of *rabi* crop is going on. Water and fodder sufficient. Common rice selling at 13 seers per rupee.

Chittagong Hill Tracts.—Rainfall nil. Weather seasonable, but hot in the daytime. Rice crop prospects favourable. No cattle-disease. Common rice sells at 16 seers per rupee.

Patna.—Rainfall at Sadar 0·64, Dinapore 0·10, Bikram 0·05. Weather seasonable. Paddy prospects good. Sowing of *rabi* going on. *Aghani* doing well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

| | | | | Srs. | ch. | |
|----------|-----|-----|-----|------|-----|--------------|
| Patna | ... | ... | ... | 13 | 0 | } per rupee. |
| Barh | ... | ... | ... | 12 | 12 | |
| Bihar | ... | ... | ... | 11 | 0 | |
| Dinapore | ... | ... | ... | 12 | 12 | |

Gaya.—Rainfall at Sadar 0·07, Jahanabad 0·27, Aurangabad 1·11, Nawadah 0·20. Weather seasonable and at times cloudy. Prospects of paddy fair only. Sowing of *rabi* going on. Rain wanted. No cattle-disease. Fodder sufficient. New common rice selling at 13½ seers per rupee.

Shahabad.—Rainfall at Sadar ·02, Buxar ·59, Sasaram ·93, Dehri ·84. *Rabi* being sown. Prospect of paddy and sugarcane good. Fodder and water abundant. Rice sells at Sadar at 12 seers per rupee.

Saran.—Rainfall nil. Weather seasonable. Standing crops doing well, but rain wanted for paddy. *Rabi* is being sown. Some damage in places from hail. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

Champaran.—Rainfall at Sadar 0·48, Bettiah ·20. Weather seasonable. Prospects of standing crops good. Fields being prepared for *rabi* sowing. Fodder and water sufficient. No cattle-disease. Common rice sells at 17½ seers and maize at 30 seers per rupee.

Muzaffarpur.—Rainfall at Sadar ·90, Hajipur ·39, Sitamarhi 1·40. Weather fair. *Rabi* sowings commenced in places. Prospects of winter rice good. Fodder and water sufficient. Prices are —Common rice 12 and maize 26 seers a rupee.

Darbhanga.—Rainfall at Sadar 0·24, Samastipur 0·85, Madhubani nil. Prospect of standing crops good. *Rabi* sowing in progress. Fodder and water sufficient. Cattle-disease is reported from Warisnagar, Bahera and Darbhanga thanas. Common rice sells as follows:—

| | | | | <i>Aghani.</i> | <i>Aus.</i> | |
|------------|-----|-----|-----|----------------|-------------|-------------|
| | | | | Srs. ch. | Srs. ch. | |
| Sadar | ... | ... | ... | 13 3 | 15 6 | } per rupee |
| Samastipur | ... | ... | ... | 13 8 | 15 0 | |
| Madhubani | ... | ... | ... | 13 0 | 17 4 | |

Monghyr.—Rainfall at Sadar 0·92, Begusarai 1·28, Jamui nil. Weather seasonable. Paddy and sugarcane doing well. *Rabi* sowings going on. No cattle-disease. Fodder and water sufficient. Common rice sells at 12 seers 6 chitaks at Sadar and at 12 seers at subdivisions.

Bhagalpur.—Rainfall at Sadar, Madhipura and Supaul 0·00, Banka 0·56. Weather seasonable. Standing winter crops doing well. *Kurthi* is being sown in Madhipura and its sowing has been completed in Banka. Lands being prepared for *rabi* crops. Cases of cattle-disease reported from Supaul. Fodder and water sufficient. Common rice sells as follows:—

| | | | | Srs. | ch. | |
|-----------|-----|-----|-----|------|-----|--------------|
| Sadar | ... | ... | ... | 13 | 14 | } per rupee. |
| Banka | ... | ... | ... | 12 | 8 | |
| Madhipura | ... | ... | ... | 13 | 8 | |
| Supaul | ... | ... | ... | 15 | 0 | |

Purnea.—No rain. Weather hot during day but cool at night. Prospects of winter crops good. *Rabi* sowings commenced. Sporadic cases of cattle-disease reported from the outpost at Sikti. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 and at Araria at 14 seers per rupee.

Malda.—Rainfall at Sadar ·82, Sibganj ·30, Chanchal and Gajol nil. Weather seasonable. Winter rice coming into ears. Rain wanted in thana Nawabganj, where winter rice will suffer in default of it. *Kalai* sowing not finished. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Sonthal Parganas.—Rainfall at Sadar 0·89, Deoghur 0·60, Godda 0·44, Jamtara 0·57, Pakaur 0·17. Weather seasonable. Standing crops thriving. A shower of rain is needed in places for highland paddy. Fodder and water sufficient. The extent of indigo-sowing is about 14 annas. Common rice sells at 13½ seers per rupee at Sadar.

Cuttack.—Rainfall at Sadar 1·07. Fall presumably general. Weather changing. The rain has benefited all standing crops, but more wanted. *Mung* and mustard sowing vary from 10 to 100 per cent. Fodder and water available. Common rice (old) sells at 13½ seers and (new) at 16 seers 6 chitaks per rupee at Sadar.

Balasore.—Rainfall at Sadar 1·80. People irrigating fields from all available tanks and roadside drains. Rained a little here and there at Bhadrak and Sadar during the week. Prospect somewhat improved. Rice sells at 12 and 13½ seers at Bhadrak and Sadar respectively. Fodder and drinking-water sufficient.

Angul.—No rain. Weather hot and cloudy. Sowing of *mung*, *kulthi* and oilseeds stopped. Highland paddy withering for continuous drought. Rain urgently needed. Common rice sells at 11 seers at Sadar and Khondmals. Fodder sufficient, but water getting scarce. Cattle-disease, reported from Angul.

Puri.—Rainfall 0·20. Fall scanty and unequally distributed. More rain is badly wanted for the winter rice crops as well as for sowing *rabi* crops and also for other standing crops. Fodder and water available. Common rice sells at 14 seers 7 chitaks per rupee.

Hazaribagh.—Rainfall at Sadar nil, Giridih 0·61. Weather seasonable. Harvesting of *bhadoi* going on. Standing crops doing well, but rain wanted. Fodder and water sufficient. Common rice sells at 15 seers per rupee.

Ranchi.—Rainfall at Sadar 0·14. Weather cloudy. Harvesting of paddy in progress. Sowing of *rabi* crops commenced in places. Cattle-disease reported from several thanas. Fodder and water sufficient. Common rice selling at 14 seers per rupee.

Palamanu.—No rain. Upland paddy suffering for want of rain. *Rabi* sowing in progress, but much restricted for want of moisture. Cattle-disease in places. Fodder and water sufficient. Prices at Sadar—Rice 15 seers, maize 27 seers per rupee.

Manbhum.—Rainfall at Sadar 0·20, Gobindpur 2·59. Weather occasionally cloudy, but no fall of rain since 21st October. Prospects of crops not good for want of rain which is very badly wanted. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers, and at Gobindpur 10 seers 14 chitaks per rupee.

Singhbhum.—Rainfall nil. Weather seasonable. *Rabi* crops need rain. Harvesting of *bhadoi* paddy continues. Average price of rice is 14 seers per rupee.

General Summary.—The rainfall during the week was scattered and, for the most part, light. Rain needed for the winter rice crop in the districts of Burdwan, Bankura, Midnapore, Hooghly, 24-Parganas, Gaya, Saran, Sonthal Parganas, Angul, Puri, Hazaribagh, Palamanu and Maubhum. Prospects on the whole fair. Cattle-disease reported from 10 districts. Fodder said to be scarce in the Kishorganj subdivision of the Mymensingh district; elsewhere sufficient. No want of water except in Angul. The price of common rice is dearer in 5 districts, cheaper in 12, and unchanged in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,
Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 28th October 1902.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of August 1902, as compared with that of the corresponding month of the previous year.

| CANALS. | TOLLAGE, 1902-1903. | | TOLLAGE, 1901-1902. | |
|--------------------------------|---------------------|----------------------|---------------------|----------------------|
| | During the month. | To end of the month. | During the month. | To end of the month. |
| 1 | 2 | 3 | 4 | 5 |
| Orissa Circle. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Taldanda Canal System | 771 12 10 | 6,039 0 4 | 976 5 9 | 4,787 12 8 |
| Kendrapara ditto | 2,358 13 7 | 13,210 12 2 | 2,872 0 4 | 21,691 3 9 |
| High Level, Range I | 1,011 7 6 | 3,450 6 0 | 834 12 9 | 3,715 9 9 |
| Ditto, " II | 167 15 0 | 680 11 6 | 136 4 6 | 692 8 9 |
| Ditto, " III | 41 12 9 | 85 9 9 | 30 14 9 | 126 11 0 |
| Jajpur Canal ... | 35 0 0 | 223 14 6 | 32 9 9 | 135 12 6 |
| Total Orissa Circle ... | 4,386 13 8 | 23,690 6 3 | 4,882 15 10 | 31,149 10 5 |
| South-Western Circle. | | | | |
| Midnapore Canal ... | 4,406 1 3 | 35,168 10 3 | 5,863 15 3 | 40,016 5 0 |
| Hijili Tidal Canal ... | 2,914 12 9 | 20,136 10 0 | 3,022 0 9 | 23,850 4 9 |
| Total South-Western Circle ... | 7,320 14 0 | 55,305 4 3 | 8,886 0 0 | 63,866 9 9 |
| Sone Circle. | | | | |
| Patna Canal System ... | 910 5 4 | 3,682 6 11 | 906 13 0 | 7,560 10 6 |
| Arrah ditto ... | 297 11 3 | 3,265 11 0 | 474 11 9 | 4,620 13 9 |
| Buxar ditto ... | 155 8 6 | 1,317 12 9 | 106 9 6 | 1,528 1 6 |
| Total Sone Circle ... | 1,363 9 1 | 8,265 14 8 | 1,488 2 3 | 13,709 9 9 |
| GRAND TOTAL ... | 13,071 4 9 | 87,261 9 2 | 15,257 2 1 | 1,08,725 13 11 |

CALCUTTA,
The 28th October 1902.

R. C. EDGE,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of August 1902, as compared with that of the corresponding month of the previous year.

| CANALS. | TOLLAGE, 1902-1903. | | TOLLAGE, 1901-1902. | |
|---------------------------------|---------------------|----------------------|---------------------|----------------------|
| | During the month. | To end of the month. | During the month. | To end of the month. |
| 1 | 2 | 3 | 4 | 5 |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Calcutta and Eastern Canals ... | 17,247 2 9 | 81,542 1 6 | 16,404 11 9 | 73,407 8 9 |
| Tolly's Nala ... | 4,775 15 3 | 21,397 8 9 | 4,800 14 6 | 21,779 9 0 |
| Total ... | 22,023 2 0 | 1,02,939 10 3 | 21,205 10 3 | 95,187 1 9 |
| Orissa Coast Canal ... | 1,852 9 3 | 11,025 2 0 | 2,368 5 3 | 18,391 1 9 |
| Nadia Rivers ... | 13,363 13 6 | 34,506 13 3 | 16,602 7 6 | 35,403 4 6 |
| GRAND TOTAL ... | 37,239 8 9 | 1,48,471 9 6 | 40,176 7 0 | 1,48,981 8 0 |

CALCUTTA,
The 28th October 1902.

R. C. EDGE,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 25th October 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 25TH OCTOBER 1902. | | | WEEK ENDING SATURDAY, THE 26TH OCTOBER 1901. | | |
|------------------|---|---------------------|----------|---|---------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 593 | 48,925 | 674 | 503 | 74,650 | 1,125 |
| Jute | 542 | 1,31,475* | 2,196 | 569 | 1,80,375† | 2,889 |
| Firewood | 61 | 35,250 | 533 | 171 | 1,02,650 | 1,540 |
| Other articles | 696 | 1,49,735 | 1,665 | 614 | 1,21,175 | 1,627 |
| Total | 1,892 | 3,65,385 | 5,068 | 1,857 | 4,78,850 | 7,181 |

* Weight by canal measurement, 1,34,650 maunds.

† Ditto ditto, 1,62,400 "

Results of the Meteorological Observations taken at the Alipore Observatory from 19th to 25th October 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 82° Fahr. | TEMPERATURE. | | | | HYGROMETRY. | | | | WIND. | | Rain. | WEATHER. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----------------|---------|--------------------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. | | |
| 1902. | | ° | | Inches. | ° | ° | ° | ° | ° | Inches | ° | % | | | Inches. | |
| Oct. | 19th | 143.8 | 7.0 | 29.936 | 78.0 | 87.1 | 14.9 | 72.2 | 73.8 | 0.740 | 70.2 | 78 | N and calm | 61 | Nil | Partially cloudy, d, s. |
| " | 20th | 145.4 | 8.9 | .945 | 78.4 | 86.5 | 14.9 | 71.6 | 74.0 | .784 | 71.9 | 81 | N by W and calm | 40 | " | Chiefly cloudy, o. |
| " | 21st | 142.4 | 8.3 | .959 | 79.6 | 89.4 | 16.8 | 72.6 | 74.7 | .793 | 72.2 | 80 | NNW and calm | 51 | " | Partially cloudy, d. |
| " | 22nd | 144.7 | 8.2 | .942 | 82.1 | 90.2 | 16.1 | 74.1 | 75.7 | .803 | 72.6 | 78 | WNW and calm | 69 | " | Partially cloudy, d. |
| " | 23rd | 146.9 | 8.7 | .946 | 81.7 | 89.9 | 16.4 | 73.5 | 75.2 | .788 | 72.1 | 73 | S by ESW and NE | 62 | 0.32 | Partially cloudy, d, p, K. |
| " | 24th | 145.1 | 6.6 | .958 | 80.1 | 87.9 | 14.4 | 73.5 | 75.7 | .830 | 73.6 | 80 | NE, W and calm | 40 | 0.09 | Partially cloudy, d, t. |
| " | 25th | 147.9 | 3.7 | .937 | 77.5 | 86.3 | 12.7 | 73.6 | 73.3 | .765 | 71.2 | 81 | E and calm | 38 | 0.14 | Chiefly cloudy, o, d, p, t, d. |

| | | | | |
|--|-----|-----|-----|---------|
| The mean pressure of the seven days | ... | ... | ... | Inches. |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | 29.946 |
| The total number of hours of bright sunshine | ... | ... | ... | Hours. |
| The maximum possible number of hours of sunshine | ... | ... | ... | 46.4 |
| The mean temperature of the seven days | ... | ... | ... | ° |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | 79.6 |
| The extreme variation of temperature | ... | ... | ... | 80.4 |
| The maximum temperature | ... | ... | ... | 18.6 |
| The highest velocity of the wind in one hour | ... | ... | ... | Miles. |
| The mean relative humidity | ... | ... | ... | 78 |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | 77 |
| The total fall of rain from 19th to 25th October 1902 | ... | ... | ... | Inches |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | 0.55 |
| The total fall from 1st January to 25th October 1902 | ... | ... | ... | 1.40 |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | 59.52 |
| The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations. | ... | ... | ... | 63.68 |
| The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground. | | | | |
| The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office. | | | | |
| The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula. | | | | |
| The directions and the movement of the wind are taken from the trace of a Beckley's anemograph. | | | | |
| The mouth of the rain-gauge is one foot above the ground. | | | | |
| d, drizzling rain; s, dew; s, duststorm; o, overcast; p, passing temporary showers; K, thunderstorm; t, thunder. | | | | |

METEOROLOGICAL OFFICE, GOVT. OF INDIA;
Alipore (Calcutta), the 27th October 1902.

G. W. KÜCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

BENGAL-NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of July 1902 as compared with the corresponding period of previous year.

| ARTICLES. | 1902. | | 1901. | | Total, 1902. | Total, 1901. | Increase. | Decrease. |
|---|--------|--------|--------|--------|-----------------|-----------------|-----------|-----------|
| | Up. | Down. | Up. | Down. | | | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | 11 | 10 | 6 | 8 | 21 | 14 | 7 | ..... |
| II.—Coal and coke carried for the public and foreign railways. | 19,252 | 50,532 | 14,622 | 38,701 | 69,784 | 53,323 | 16,461 | ..... |
| III.—Cotton— | | | | | | | | |
| (1) Raw | 38 | 587 | 4 | 454 | 625 | 458 | 167 | ..... |
| (2) Manufactured— | | | | | | | | |
| (a) Twist and yarn, European | 2 | 23 | 1 | 170 | 25 | 171 | ..... | 146 |
| (b) Ditto, Indian .. | 185 | 817 | 200 | 601 | 1,002 | 891 | 111 | ..... |
| (c) Piece-goods, European | 135 | 62 | 102 | 40 | 187 | 142 | 45 | ..... |
| (d) Ditto, Indian .. | 73 | 237 | 75 | 184 | 310 | 259 | 51 | ..... |
| (e) Others ..... | ..... | 2 | ..... | ..... | 2 | ..... | 2 | ..... |
| IV.—Chemicals, excepting saltpetre .. | 14 | 4 | 4 | 5 | 18 | 9 | 9 | ..... |
| V.—Drugs— | | | | | | | | |
| (1) Intoxicating, other than opium. | ..... | 4 | 1 | ..... | 4 | 1 | 3 | ..... |
| (2) Non-intoxicating— | | | | | | | | |
| (a) Medicinal preparations .. | 4 | ..... | ..... | ..... | 4 | ..... | 4 | ..... |
| (b) Others | 62 | 18 | 29 | 31 | 80 | 60 | 20 | ..... |
| VI.—Dyes and Tans— | | | | | | | | |
| (1) Al (morinda citrifolia) ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (2) Alizarine and aniline dyes .. | ..... | 1 | ..... | ..... | 1 | ..... | 1 | ..... |
| (3) Cutch | 9 | 1 | 7 | 4 | 10 | 11 | ..... | 1 |
| (4) Indigo | 1 | 1 | 1 | ..... | 2 | 1 | ..... | ..... |
| (5) Myrabolams | 516 | 157 | 646 | 79 | 673 | 725 | ..... | 52 |
| (6) Tanning barks | 47 | 131 | 124 | 20 | 178 | 144 | 34 | ..... |
| (7) Turmeric | 103 | 270 | 126 | 138 | 373 | 264 | 109 | ..... |
| (8) Others | 76 | 9 | 56 | 46 | 85 | 102 | ..... | 17 |
| VII.—Fodder— | | | | | | | | |
| (1) Oilcake | 321 | 39 | 98 | 13 | 380 | 111 | 249 | ..... |
| (2) Hay, straw and grass .. | 20 | 20 | 14 | 68 | 40 | 82 | ..... | 42 |
| VIII.—Fruits and vegetables, fresh ... | 344 | 189 | 268 | 48 | 533 | 316 | 217 | ..... |
| IX.—Grain and pulse— | | | | | | | | |
| (1) Gram and pulse | 1,605 | 722 | 2,504 | 521 | 2,327 | 3,025 | ..... | 698 |
| (2) Jawar and bajra | 21 | 653 | 175 | 426 | 674 | 601 | 73 | ..... |
| (3) Rice in the husk | 261 | 4,463 | 544 | 2,575 | 4,734 | 3,119 | 1,605 | ..... |
| (4) „ not in the husk | 2,757 | 4,147 | 4,004 | 4,259 | 6,904 | 8,263 | ..... | 1,359 |
| (5) Wheat | 1,190 | 137 | 1,006 | 166 | 1,327 | 1,162 | 165 | ..... |
| (6) „ flour | 190 | 29 | 43 | 28 | 219 | 71 | 148 | ..... |
| (7) Others | 75 | 493 | 40 | 76 | 568 | 116 | 452 | ..... |
| X.—Hides and skins— | | | | | | | | |
| (1) Hides of cattle— | | | | | | | | |
| (a) Dressed or tanned .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (b) Raw | 279 | 546 | 134 | 267 | 825 | 401 | 424 | ..... |
| (2) Skins of sheep and other animals— | | | | | | | | |
| (a) Dressed or tanned .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (b) Raw | 3 | 8 | 26 | 65 | 11 | 91 | ..... | 89 |
| XI.—Horns | 24 | 16 | 42 | 14 | 40 | 56 | ..... | 16 |
| XII.—Hemp (Indian) and other fibres excluding jute. | 11 | 146 | 14 | 296 | 167 | 310 | ..... | 153 |
| XIII.—Jute— | | | | | | | | |
| (1) Raw | 5 | 4 | 4 | ..... | 9 | 4 | 5 | ..... |
| (2) Gunny-bags and cloth .. | 426 | 98 | 186 | 162 | 524 | 348 | 176 | ..... |
| XIV.—Lac | 95 | 403 | 54 | 390 | 498 | 434 | 64 | ..... |
| XV.—Leather— | | | | | | | | |
| (1) Unwrought | 36 | 6 | 34 | ..... | 42 | 34 | 8 | ..... |
| (2) Wrought, excepting boots and shoes, | 6 | ..... | 1 | 1 | 6 | 2 | 4 | ..... |
| XVI.—Liquors— | | | | | | | | |
| (1) Ale and beer | 13 | 47 | 9 | 71 | 60 | 80 | ..... | 20 |
| (2) Spirits of all kinds, including country spirit. | 14 | 19 | 16 | 13 | 33 | 29 | 4 | ..... |
| (3) Wine | 24 | 2 | 7 | 2 | 26 | 9 | 17 | ..... |
| (4) All other sorts, including toddy and fermented liquor, other than ale and beer. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| XVII.—Metals— | | | | | | | | |
| (1) Brass, unwrought ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (2) „ wrought | 38 | 38 | 38 | 21 | 76 | 59 | 17 | ..... |
| (3) Copper, unwrought ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (4) „ wrought | 12 | 6 | ..... | 3 | 18 | 3 | 15 | ..... |
| (5) Iron and Steel— | | | | | | | | |
| (a) Cast | 17 | 24 | 10 | 1 | 41 | 11 | 30 | ..... |
| (b) Unwrought ..... | ..... | ..... | 9 | 5 | ..... | 14 | ..... | 14 |
| (c) Wrought | 113 | 635 | 110 | 396 | 748 | 506 | 242 | ..... |
| (d) Manufactures | 153 | 64 | 28 | 48 | 217 | 76 | 141 | ..... |
| (6) Others | 8,012 | 44 | 13,920 | 34 | 8,066 | 13,964 | ..... | 5,898 |
| XVIII.—Oils— | | | | | | | | |
| (1) Kerosine | 1,935 | 259 | 689 | 310 | 1,474 | 999 | 475 | ..... |
| (2) Castor | 29 | 6 | 6 | 12 | 35 | 18 | 17 | ..... |
| (3) Coconut | 24 | 18 | 24 | 36 | 42 | 60 | ..... | 18 |
| (4) Mustard and rape | 20 | ..... | 3 | 1 | 20 | 4 | 16 | ..... |
| (5) Others | 143 | 20 | 76 | 38 | 163 | 114 | 49 | ..... |

| ARTICLES. | 1902. | | 1901. | | Total, 1902. | Total, 1901. | Increase. | Decrease. |
|---|--------|--------|--------|--------|-----------------|-----------------|-----------|-----------|
| | Up. | Down. | Up. | Down. | | | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| XIX.—Oilseeds— | | | | | | | | |
| (1) Castor | 116 | 81 | 202 | 37 | 197 | 239 | ..... | 42 |
| (2) Earthnuts ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (3) Linseed | 96 | 12 | 354 | 31 | 108 | 385 | ..... | 277 |
| (4) Poppy | 30 | 1 | 19 | 2 | 31 | 21 | 10 | ..... |
| (5) Rape and mustard | 94 | 58 | 271 | 278 | 152 | 549 | ..... | 397 |
| (6) Til or jinjili | 207 | 40 | 252 | 115 | 307 | 367 | ..... | 60 |
| (7) Others | 602 | 316 | 1,446 | 141 | 918 | 1,587 | ..... | 669 |
| XX.—Opium | 3 | 1 | 3 | 1 | 4 | 4 | ..... | ..... |
| XXI.—Paper and Pasteboard | 100 | 6 | 27 | 1 | 106 | 28 | 78 | ..... |
| XXII.—Provisions— | | | | | | | | |
| (1) Dried fruits and nuts | 113 | 53 | 200 | 66 | 196 | 266 | ..... | 70 |
| (2) Ghee | 39 | 206 | 43 | 79 | 245 | 122 | 123 | ..... |
| (3) Others | 148 | 203 | 119 | 91 | 351 | 210 | 141 | ..... |
| XXIII.—Railway plant and rolling stock carried for the public and foreign railways— | | | | | | | | |
| (1) Locomotive engines and ten- ders and parts thereof. | ..... | ..... | 13 | ..... | ..... | 13 | ..... | 13 |
| (2) Carriages and trucks and parts thereof. | ..... | 3 | ..... | ..... | 3 | ..... | 3 | ..... |
| (3) Materials— | | | | | | | | |
| (a) Steel rails and fish-plates | 42 | 63 | 18 | ..... | 105 | 18 | 87 | ..... |
| (b) Sleepers and keys of steel and cast-iron. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (c) Others | 183 | 3,101 | 1,368 | 2,640 | 3,284 | 4,008 | ..... | 724 |
| XXIV.—Salt | 2,163 | 2,545 | 1,276 | 2,747 | 4,708 | 4,023 | 685 | ..... |
| XXV.—Saltpetre and other saline sub- stances— | | | | | | | | |
| (1) Saltpetre | 2 | ..... | ..... | 1 | 2 | 1 | 1 | ..... |
| (2) Other saline substances | 11 | 23 | 10 | 4 | 34 | 14 | 20 | ..... |
| XXVI.—Silk— | | | | | | | | |
| (1) Raw— | | | | | | | | |
| (a) Foreign ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (b) Indian | 11 | 6 | 8 | 7 | 17 | 15 | 2 | ..... |
| (2) Piece-goods— | | | | | | | | |
| (a) Foreign ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (b) Indian | 3 | ..... | 1 | ..... | 3 | 1 | 2 | ..... |
| XXVII.—Spices— | | | | | | | | |
| (1) Betelnuts | 266 | 29 | 251 | 18 | 265 | 269 | 26 | ..... |
| (2) Cardamoms ..... | ..... | 2 | 1 | ..... | 2 | 1 | 1 | ..... |
| (3) Chillies | 27 | 556 | 47 | 159 | 583 | 266 | 377 | ..... |
| (4) Ginger | 8 | 2 | 5 | 1 | 10 | 6 | 4 | ..... |
| (5) Pepper | 8 | 1 | 6 | ..... | 9 | 6 | 3 | ..... |
| (6) Others | 169 | 28 | 193 | 62 | 197 | 255 | ..... | 58 |
| XXVIII.—Stone and lime | 335 | 2,085 | 621 | 1,765 | 2,420 | 2,416 | 4 | ..... |
| XXIX.—Sugar— | | | | | | | | |
| (1) Refined or crystallized, includ- ing sugarcandy. | 298 | 331 | 300 | 228 | 629 | 528 | 101 | ..... |
| (2) Unrefined— | | | | | | | | |
| (a) Sugar | 6 | 4 | ..... | ..... | 10 | ..... | 10 | ..... |
| (b) Gur, rab, jaggery, molas- ses, and other saccharine produce. | 174 | 232 | 123 | 156 | 406 | 279 | 127 | ..... |
| XXX.—Tea— | | | | | | | | |
| (1) Foreign ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (2) Indian | 127 | 5 | 4 | 7 | 132 | 11 | 121 | ..... |
| XXXI.—Tobacco— | | | | | | | | |
| (1) Unmanufactured | 382 | 253 | 217 | 166 | 635 | 383 | 252 | ..... |
| (2) Manufactured— | | | | | | | | |
| (a) Cigars | 4 | 3 | 1 | 2 | 7 | 3 | 4 | ..... |
| (b) Other sorts | 32 | 8 | 15 | 6 | 40 | 21 | 19 | ..... |
| XXXII.—Wood— | | | | | | | | |
| (1) Timber, unwrought | 844 | 2,382 | 899 | 1,543 | 3,226 | 2,442 | 784 | ..... |
| (2) Manufactured | 72 | 67 | 48 | 70 | 139 | 118 | 21 | ..... |
| XXXIII.—Wool— | | | | | | | | |
| (1) Raw ..... | ..... | 1 | ..... | ..... | 1 | ..... | 1 | ..... |
| (2) Manufactured— | | | | | | | | |
| (a) Carpets and rugs ..... | ..... | 1 | ..... | ..... | 1 | ..... | 1 | ..... |
| (b) Piece-goods, European ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (c) " Indian | 1 | 7 | ..... | ..... | 8 | ..... | 8 | ..... |
| (d) Other sorts of manufactures | 1 | 1 | ..... | 4 | 2 | 4 | ..... | 2 |
| XXXIV.—All other articles of Merchandise— | | | | | | | | |
| (1) Firewood | 655 | 463 | 596 | 230 | 1,118 | 826 | 292 | ..... |
| (2) Bamboos | 112 | 218 | 99 | 142 | 330 | 241 | 89 | ..... |
| (3) Moha | 337 | 430 | 330 | 425 | 767 | 755 | 12 | ..... |
| (4) Others | 1,327 | 1,092 | 565 | 766 | 2,419 | 1,321 | 1,098 | ..... |
| Total | 47,252 | 81,086 | 50,081 | 62,938 | 128,338 | 113,619 | 26,145 | 10,826 |
| Net Increase ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15,319 | ..... |

CALCUTTA, the 22nd October 1902.

L GREENHAM,
for Auditor, Bengal-Nagpur Railway.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of July 1902, as compared with the same month of previous year.

| ARTICLES. | 1902. | | 1901. | | TOTAL. | | Increase. | Decrease. |
|---|-------|-------|-------|-------|--------|-------|-----------|-----------|
| | Up. | Down. | Up. | Down. | 1902. | 1901. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | | | 73 | | | 73 | | 73 |
| II.—Coal and Coke carried for the Public and Foreign Railways. | 1,349 | | 1,560 | | 1,349 | 1,560 | | 211 |
| III.—Cotton— | | 4 | | 5 | 4 | 5 | | 1 |
| 1. Raw | | | | | | | | |
| 2. Manufactured— | 44 | | 40 | | 44 | 40 | 4 | |
| (a) Twist and yarn, European | | | | | | | | |
| (b) Ditto, Indian | 93 | | 104 | | 93 | 104 | | 11 |
| (c) Piece-goods, European | 1 | 2 | | | 3 | | 3 | |
| (d) Ditto, Indian | | | | | | | | |
| (e) Others | | | | | | | | |
| IV.—Chemicals, excepting saltpetre | | | | | | | | |
| V.—Drugs— | | | | | | | | |
| 1. Intoxicating, other than opium | | | | | | | | |
| 2. Non-intoxicating— | 2 | | 2 | | 2 | 2 | | |
| (a) Medical preparations | | | | | | | | |
| (b) Others | | | | | | | | |
| VI.—Dyes and Tans— | | | | | | | | |
| 1. Indigo | | | | | | | | |
| 2. Myrabolams | | | | | | | | |
| 3. Cutch | 2 | 21 | 19 | 27 | 23 | 46 | | 23 |
| 4. Turmeric | | | | | | | | |
| 5. Alizarine and Aniline Dyes | | | | | | | | |
| 6. Al (Morinda Citrifolia) | 1 | 8 | | 4 | 9 | 4 | 5 | |
| 7. Tanning barks | | | | | | | | |
| 8. Others | | | | | | | | |
| VII.—Fodder— | | | | | | | | |
| 1. Oilcake | 116 | 6 | 108 | 8 | 121 | 116 | 5 | |
| 2. Hay, straw and grass | 1 | | | | 1 | | | |
| VIII.—Fruits and vegetables, fresh | 17 | 18 | 18 | 7 | 35 | 25 | 10 | |
| IX.—Grain and Pulse— | | | | | | | | |
| 1. Wheat | 10 | 29 | | 254 | 39 | 254 | | 215 |
| 2. Rice in the husk | 33 | 14 | 19 | 120 | 47 | 139 | | 92 |
| 3. Do. not in the husk | | | | | | | | |
| 4. Jawar and bajra | 46 | 29 | 61 | 25 | 75 | 86 | | 11 |
| 5. Gram and pulse | 15 | | 14 | | 15 | 14 | 1 | |
| 6. Wheat flour | | | 1 | | | 1 | | 1 |
| 7. Others | | | | | | | | |
| X.—Hides and Skins— | | | | | | | | |
| 1. Hides of cattle— | | | | | | | | |
| (a) Dressed or tanned | 1 | 39 | | 15 | 40 | 15 | 25 | |
| (b) Raw | | | | | | | | |
| 2. Skins of sheep and other animals— | | | | | | | | |
| (a) Dressed or tanned | | | | | | | | |
| (b) Raw | | | | 7 | | 7 | | 7 |
| XI.—Horns | | | | | | | | |
| XII.—Hemp (Indian) and other fibres, excluding jute. | | 4 | | 4 | 4 | 4 | | |
| XIII.—Jute— | | | | | | | | |
| 1. Raw | 6 | 2,750 | 22 | 4,521 | 2,750 | 4,521 | | 1,771 |
| 2. Gunny-bags and cloth | | 3 | | 2 | 9 | 24 | | 15 |
| XIV.—Lac | | | | | | | | |
| XV.—Leather— | | | | | | | | |
| 1. Unwrought | | | | | | | | |
| 2. Wrought, excepting boots and shoes. | | | | | | | | |
| XVI.—Liquors— | | | | | | | | |
| 1. Ale and beer | | | | | | | | |
| 2. Spirit of all kinds, including country spirit. | | | 10 | | | 10 | | 10 |
| 3. Wine | 2 | | 1 | | 2 | 1 | 1 | |
| 4. All other sorts, including toddy and fermented liquor, other than ale and beer. | 3 | | | | 3 | | 3 | |
| XVII.—Metals— | | | | | | | | |
| 1. Copper, unwrought | | | | | | | | |
| 2. Brass, ditto | | | | 1 | | 1 | | 1 |
| 3. Copper, wrought | | | | | | | | |
| 4. Brass, ditto | 4 | 7 | 3 | | 11 | 3 | 8 | |
| 5. Iron and steel— | | | | | | | | |
| (a) Cast | | | 12 | | | 12 | | 12 |
| (b) Unwrought | | | | | | | | |
| (c) Wrought | 70 | 2 | 34 | | 72 | 34 | 38 | |
| (d) Manufactured | 6 | | 12 | | 6 | 12 | | 6 |
| 6. Others | 5 | 24 | 54 | 9 | 29 | 63 | | 34 |
| XVIII.—Oils— | | | | | | | | |
| 1. Kerosine | 169 | | 425 | | 169 | 425 | | 256 |
| 2. Castor | | | 1 | | | 1 | | 1 |
| 3. Coconut | 18 | | 19 | | 18 | 19 | | 1 |
| 4. Mustard and rape | 120 | | 89 | | 120 | 89 | 31 | |
| 5. Others | | | 7 | | | 7 | | 7 |
| XIX.—Oilseeds— | | | | | | | | |
| 1. Linseed | | 4 | 22 | 67 | 4 | 89 | | 85 |
| 2. Rape and mustard | 205 | 12 | 289 | 3 | 217 | 292 | | 75 |
| 3. Til or jingili | | 45 | | 514 | 45 | 514 | | 469 |
| 4. Poppy | | | | | | | | |
| 5. Earthnuts | | | | | | | | |
| 6. Castor | | | | | | | | |
| 7. Others | 23 | | | | 23 | | 23 | |
| XX.—Opium | | | 1 | | | 1 | | 1 |
| XXI.—Paper and Pasteboard | 5 | 7 | 17 | | 12 | 17 | | 5 |
| XXII.—Provisions— | | | | | | | | |
| 1. Ghee | 2 | 1 | 2 | | 3 | 2 | 1 | |
| 2. Dried fruits and nuts | 1 | | 2 | | 1 | | | 1 |
| 3. Others | 3 | 65 | 9 | 29 | 68 | 38 | 30 | |

| ARTICLES. | 1902. | | 1901. | | TOTAL. | | Increase. | Decrease. |
|---|-------|-------|-------|-------|--------|--------|-----------|-----------|
| | Up. | Down. | Up. | Down. | 1902. | 1901. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| XXIII.—Railway plant and rolling-stock carried for the Public and Foreign Railways— | | | | | | | | |
| 1. Locomotives, engines, and tenders, and parts thereof. | | | | | | | | |
| 2. Carriages and trucks, and parts thereof. | | | | | | | | |
| 3. Materials— | | | | | | | | |
| (a) Steel rails and fish-plates | | | | | | | | |
| (b) Sleepers and keys of steel and cast-iron. | | | | | | | | |
| (c) Other sorts | | | | | | | | |
| XXIV.—Salt | 349 | 4 | 404 | | 353 | 494 | | 141 |
| XXV.—Saltpetre and other saline substances— | | | | | | | | |
| 1. Saltpetre | | | | | | | | |
| 2. Other saline substances | 3 | | 4 | | 3 | 4 | | 1 |
| XXVI.—Silk— | | | | | | | | |
| 1. Raw— | | | | | | | | |
| (a) Foreign | | | | | | | | |
| (b) Indian | | | | | | | | |
| 2. Silk piece-goods— | | | | | | | | |
| (a) Foreign | | | | | | | | |
| (b) Indian | | | | | | | | |
| XXVII.—Spices— | | | | | | | | |
| 1. Betelnuts | 1 | 114 | 1 | 151 | 115 | 152 | | 37 |
| 2. Pepper | | | | | | | | |
| 3. Ginger | | | | | | | | |
| 4. Chillies | 21 | 7 | 7 | 1 | 28 | 8 | | 20 |
| 5. Cardamoms | | | | | | | | |
| 6. Others | 3 | 6 | 6 | 15 | 9 | 21 | | 12 |
| XXVIII.—Stone and lime | 208 | 12 | 888 | 7 | 220 | 895 | | 675 |
| XXIX.—Sugar— | | | | | | | | |
| 1. Refined or crystallized, including sugarcandy. | 43 | | 43 | | 43 | 43 | | |
| 2. Unrefined— | | | | | | | | |
| (a) Sugar | 5 | 141 | 29 | 549 | 146 | 578 | | 432 |
| (b) Gur, rab, molasses, jaggery, and other saccharine produce. | 4 | 35 | 33 | 2 | 39 | 35 | | 4 |
| XXX.—Tea— | | | | | | | | |
| 1. Foreign | | | | | | | | |
| 2. Indian | | | | | | | | |
| XXXI.—Tobacco— | | | | | | | | |
| 1. Unmanufactured | 62 | 14 | 99 | 22 | 76 | 121 | | 45 |
| 2. Manufactured— | | | | | | | | |
| (a) Cigars | | | | | | | | |
| (b) Other sorts | | | 1 | | | 1 | | 1 |
| XXXII.—Wood— | | | | | | | | |
| 1. Timber, unwrought | 94 | 36 | 146 | 13 | 130 | 188 | | 58 |
| 2. Manufactures | 12 | 25 | 21 | 1 | 37 | 22 | | 15 |
| XXXIII.—Wool— | | | | | | | | |
| 1. Raw | | | | | | | | |
| 2. Manufactured— | | | | | | | | |
| (a) Carpets and rugs | | | | | | | | |
| (b) Piece-goods, European | | | | | | | | |
| (c) Ditto, Indian | | | | | | | | |
| (d) Other sorts of manufactures. | | | | | | | | |
| XXXIV.—All other articles of merchandise | 409 | 294 | 340 | 53 | 703 | 393 | 310 | |
| Total | 3,584 | 3,783 | 5,163 | 6,436 | 7,397 | 11,590 | 537 | 4,799 |

Calcutta, the 23rd October 1902,

T. SIDDLE,
Chief Auditor and Accountant,

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of July 1902 as compared with the same month of the previous year.

| No. | STAPLES. | 1902. | 1901. | Increase in 1902. | Decrease in 1902. | EXPLANATIONS OF FLUCTUATIONS BY TRAFFIC SUPERINTENDENT. |
|-----|--|--------|--------|-------------------------|-------------------------|--|
| | | Tons. | Tons. | Tons. | Tons. | |
| 1 | Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | 17 | 19 | 5 | ..... |  |
| 2 | Coal and coke carried for the Public and Foreign Railways. | 24,210 | 26,782 | ..... | 2,572 | |
| 3 | Cotton— | | | | | |
| | (1) Raw | 116 | 137 | ..... | 21 | |
| | (2) Manufactured— | | | | | |
| | (a) Twist and yarn, European | 241 | 302 | ..... | 61 | |
| | (b) Ditto, Indian | 177 | 342 | ..... | 165 | |
| | (c) Piece-goods, European | 1,256 | 1,427 | ..... | 161 | |
| | (d) Ditto, Indian | 121 | 21 | 100 | ..... |  |
| | (e) Others ..... | ..... | ..... | ..... | 9 | |
| 4 | Chemicals, excepting saltpetre | 30 | 48 | ..... | ..... |  |
| 5 | Drugs— | | | | | |
| | (1) Intoxicating, other than opium | 20 | 13 | 7 | ..... |  |
| | (2) Non-intoxicating— | | | | | |
| | (a) Medicinal preparations ..... | ..... | 47 | ..... | ..... |  |
| | (b) Others | 53 | ..... | 6 | ..... |  |
| 6 | Dyes and Tans— | | | | | |
| | (1) Al (Morinda citrifolia) ..... | ..... | ..... | ..... | ..... |  |
| | (2) Alizarine and Aniline dyes | 22 | 13 | 9 | ..... |  |
| | (3) Cutch ..... | ..... | 2 | ..... | 2 | |
| | (4) Indigo ..... | ..... | ..... | ..... | ..... |  |
| | (5) Myrabolams ..... | ..... | ..... | ..... | ..... |  |
| | (6) Tanning barks | 269 | 392 | ..... | 123 | |
| | (7) Turmeric | 52 | 7 | 45 | ..... |  |
| | (8) Others ..... | ..... | ..... | ..... | ..... |  |
| 7 | Fodder— | | | | | |
| | (1) Oilcake | 484 | 642 | ..... | 158 | |
| | (2) Hay, straw and grass | 283 | 1,872 | ..... | 989 | |
| | (3) Others | 202 | 287 | ..... | 85 | |
| 8 | Fruits and vegetables, fresh ..... | ..... | ..... | ..... | ..... |  |
| 9 | Grain and pulse— | | | | | |
| | (1) Gram and pulse | 3,400 | 3,436 | 964 | ..... |  |
| | (2) Jawar and bajra ..... | ..... | 4,398 | ..... | 1,908 | |
| | (3) Rice in the husk | 2,390 | 7,616 | ..... | 3,822 | |
| | (4) Do. not in the husk | 3,694 | 293 | 29 | ..... |  |
| | (5) Wheat | 293 | 97 | 38 | ..... |  |
| | (6) Do. flour | 136 | 70 | 51 | ..... |  |
| | (7) Others | 151 | ..... | ..... | ..... |  |
| 10 | Hides and skins— | | | | | |
| | (1) Hides of cattle— | | | | | |
| | (a) Dressed or tanned | 725 | 494 | 231 | ..... |  |
| | (b) Raw ..... | ..... | ..... | ..... | ..... |  |
| | (2) Skins of sheep and other animals— | | | | | |
| | (a) Dressed or tanned | 69 | 46 | 23 | ..... |  |
| | (b) Raw | 13 | 4 | 8 | ..... |  |
| 11 | Horns | 12 | 36 | ..... | 24 | |
| 12 | Hemp (Indian) and other fibres, excluding jute. | ..... | ..... | ..... | ..... |  |
| 13 | Jute— | | | | | |
| | (1) Raw | 25,168 | 15,281 | 9,887 | ..... |  |
| | (2) Gunny-bags and cloth | 578 | 653 | ..... | 75 | |
| 14 | Lac | 20 | 20 | ..... | ..... |  |
| 15 | Leather— | | | | | |
| | (1) Unwrought ..... | ..... | ..... | ..... | ..... |  |
| | (2) Wrought, excepting boots and shoes ..... | ..... | ..... | ..... | ..... |  |
| 16 | Liquors— | | | | | |
| | (1) Ale and beer | 18 | 25 | ..... | 7 | |
| | (2) Spirits of all kinds, including country spirit. | ..... | ..... | ..... | ..... |  |
| | (3) Wine | 71 | 50 | 21 | ..... |  |
| | (4) All other sorts, including toddy and fermented liquor, other than ale and beer. | ..... | ..... | ..... | ..... |  |
| 17 | Metals— | | | | | |
| | (1) Brass, unwrought | 12 | 21 | ..... | 9 | |
| | (2) Do., wrought | 131 | 145 | ..... | 14 | |
| | (3) Copper, unwrought | 6 | 17 | ..... | 11 | |
| | (4) Do., wrought | 12 | 13 | ..... | 1 | |
| | (5) Iron and steel— | | | | | |
| | (a) Cast | 47 | 61 | ..... | 14 | |
| | (b) Unwrought ..... | ..... | 584 | ..... | 75 | |
| | (c) Wrought | 526 | 246 | 280 | ..... |  |
| | (d) Manufactures | 140 | 117 | 23 | ..... |  |
| | (6) Others ..... | ..... | ..... | ..... | ..... |  |
| 18 | Oils— | | | | | |
| | (1) Kerosine | 10,464 | 7,783 | 2,681 | ..... |  |
| | (2) Castor | 7 | 5 | 2 | ..... |  |
| | (3) Coconut | 146 | 187 | ..... | 21 | |
| | (4) Mustard and rape | 189 | 396 | ..... | 197 | |
| | (5) Others | 43 | 48 | ..... | 5 | |
| 19 | Oilseeds— | | | | | |
| | (1) Castor | 132 | 10 | 122 | ..... |  |
| | (2) Earthnuts ..... | ..... | 1,522 | ..... | 391 | |
| | (3) Linseed | 1,131 | ..... | ..... | ..... |  |
| | (4) Poppy | 2,736 | 1,313 | 1,423 | ..... |  |
| | (5) Rape and mustard | 94 | 264 | ..... | 170 | |
| | (6) Til or jinjili | 90 | 4 | 86 | ..... |  |
| | (7) Others | 6 | 3 | 3 | ..... |  |
| 20 | Opium ..... | ..... | ..... | ..... | ..... |  |
| 21 | Peper and pasteboard | 438 | 503 | 35 | ..... |  |
| 22 | Provisions— | | | | | |
| | (1) Dried fruits and nuts | 4 | 36 | 4 | ..... |  |
| | (2) Ghee | 50 | ..... | 14 | ..... |  |
| | (3) Others | 1,198 | 1,275 | ..... | 77 | |

| No. | STAPLES. | 1902. | 1901. | Increase in 1902. | Decrease in 1902. | EXPLANATIONS OF FLUCTUATIONS BY TRAFFIC SUPERINTENDENT. |
|-----|--|---------|---------|-------------------------|-------------------------|--|
| | | Tons. | Tons. | Tons. | Tons. | |
| 23 | Railway Plant, &c., for the Public and Foreign Railways— | | | | | |
| | (1) Locomotive engines and tenders and parts thereof. | 59 | 235 | ..... | 176 | |
| | (2) Carriages and trucks and parts thereof | ..... | ..... | ..... | ..... |  |
| | (3) Materials— | | | | | |
| | (a) Steel rails and fish-plates | 152 | 407 | ..... | 255 | |
| | (b) Sleepers and keys of steel and cast-iron. | 163 | 147 | 16 | ..... |  |
| | (c) Others | 122 | 209 | ..... | 87 | |
| 24 | Salt | 5,844 | 5,971 | ..... | 127 | |
| 25 | Saltpetre and other saline substances— | | | | | |
| | (1) Saltpetre | ..... | ..... | ..... | ..... |  |
| | (2) Other saline substances | 259 | 377 | ..... | 118 | |
| 26 | Silk— | | | | | |
| | (1) Raw— | | | | | |
| | (a) Foreign | ..... | ..... | ..... | ..... |  |
| | (b) Indian | 17 | 16 | 1 | ..... |  |
| | (2) Piece-goods— | | | | | |
| | (a) Foreign | ..... | ..... | ..... | ..... |  |
| | (b) Indian | ..... | ..... | ..... | ..... |  |
| 27 | Spices— | | | | | |
| | (1) Betelnuts | 908 | 677 | 231 | ..... |  |
| | (2) Cardamoms | 13 | 5 | 8 | ..... |  |
| | (3) Chillies | 278 | 109 | 169 | ..... |  |
| | (4) Ginger | 125 | 51 | 74 | ..... |  |
| | (5) Pepper | 30 | 6 | 24 | ..... |  |
| | (6) Others | 57 | 101 | ..... | 44 | |
| 28 | Stone and lime | 3,315 | 2,569 | 746 | ..... |  |
| 29 | Sugar— | | | | | |
| | (1) Refined or crystallized, including sugar-candy. | 787 | 446 | 341 | ..... |  |
| | (2) Unrefined— | | | | | |
| | (a) Sugar | 488 | 602 | ..... | 11 | |
| | (b) Gur, rab, jaggery, molasses, and other saccharine produce. | 1,912 | 1,462 | 450 | ..... |  |
| 30 | Ten— | | | | | |
| | (1) Foreign | ..... | ..... | ..... | ..... |  |
| | (2) Indian | 5,511 | 5,535 | ..... | 24 | |
| 31 | Tobacco— | | | | | |
| | (1) Unmanufactured | 2,450 | 4,241 | ..... | 1,761 | |
| | (2) Manufactured— | | | | | |
| | (a) Cigars | 26 | 15 | 11 | ..... |  |
| | (b) Other sorts | ..... | ..... | ..... | ..... |  |
| 32 | Wood— | | | | | |
| | (1) Timber, unwrought | 836 | 775 | 61 | ..... |  |
| | (2) Manufactures | 141 | 207 | ..... | 66 | |
| 33 | Wool— | | | | | |
| | (1) Raw | 8 | 35 | ..... | 27 | |
| | (2) Manufactured— | | | | | |
| | (a) Carpets and rugs | ..... | ..... | ..... | ..... |  |
| | (b) Piece-goods, European | ..... | ..... | ..... | ..... |  |
| | (c) Ditto, Indian | ..... | ..... | ..... | ..... |  |
| | (d) Other sorts of manufactures | ..... | ..... | ..... | ..... |  |
| 34 | All other articles of merchandise | 7,404 | 7,212 | 192 | ..... |  |
| | Total | 114,418 | 109,723 | 18,551 | 13,856 | |

CALCUTTA, the 24th October 1902.

HARPRASAD DAR,
for Examiner of Accounts, E. B. S. Railway.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 20th September 1902 on 1,913.28 (a) miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|-----------------|-----------------------------|------------------|--------------------------|--------------|------------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Traffic for the week ... | 387,829 | 3,86,570 7 0 | 47,57,124 0 | 7,29,944 13 0 | 19,541 0 0 | 11,36,356 3 0 | 112,837 | 171,236 | 284,073 |
| Per mile of railway ... | ... | 202 0 9 | ... | 381 8 3 | 10 5 11 | 693 14 11 | ... | ... | ... |
| Previous 10½ weeks of half-year | 3,921,947* | 37,15,963 8 0* | 5,09,07,168 30† | 81,40,358 10 0† | 2,39,597 0 0‡ | 1,20,95,949 2 0 | 1,175,378§ | 1,881,179§ | 3,056,557 |
| Total for 11½ weeks ... | 4,309,776 | 41,02,533 15 0 | 5,57,24,292 80 | 88,70,333 6 0 | 2,59,438 0 0 | 1,32,32,305 5 0 | 1,288,215 | 2,052,415 | 3,340,630 |
| COMPARISON. | | | | | | | | | |
| For corresponding week previous year ... | 358,471 | 3,72,009 5 1 | 48,86,837 0 | 8,89,527 4 9 | 24,353 7 9 | 12,84,890 1 7 | 109,929 | 186,619 | 296,548 |
| Per mile of railway corresponding week of previous year ... | ... | 202 6 3 | ... | 483 6 7 | 13 4 0 | 699 0 10 | ... | ... | ... |
| For corresponding 11½ weeks previous year ... | 4,612,288 | 47,76,410 13 8 | 6,10,30,254 20 | 1,07,09,196 7 4 | 2,43,399 9 3 | 1,57,29,006 14 3 | 1,294,532‡ | 2,364,404 | 3,648,936‡ |

(a) Reduction of mile '21 is due to correction.
(b) The decrease is chiefly in coal.
* Added No. of passengers 3,980 and deducted Rs. 7,726 } On account of difference between the approximate and audited figures for the week ended
† Do. Mds. 6,06,086 and " 24,283 } 16th August 1902.
‡ Do. " 2,827 }
§ Audited figures up to 16th August 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open miles. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|----------------|-------------------|--------------------|-----------|----------------------------------|-----------|-----------------|-------------|----------------------|----------------|-----------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| 1901 | 13 days of July | 716,603 | 6,65,787 | 86,38,982 | 14,63,289 | 31,611 | 21,60,687 | 1,129 | 509,575 | Rs. A. P. |
| 1902 | Week ended 19th " | 441,138 | 3,78,481 | 47,42,891 | 8,02,446 | 16,685 | 11,97,612 | 626 | 288,531 | 4 3 10 |
| 1902 | " " 26th " | 370,207 | 3,75,806 | 46,06,618 | 7,07,453 | 16,816 | 11,09,075 | 575 | 279,028 | 4 2 5 |
| 1902 | " " 2nd Aug. | 345,725 | 3,21,083 | 49,81,101 | 7,36,933 | 28,773 | 10,86,789 | 568 | 285,468 | 3 15 1 |
| 1902 | " " 9th " | 353,308 | 3,26,998 | 46,08,069 | 7,26,710 | 27,529 | 10,81,198 | 565 | 277,593 | 3 14 4 |
| 1902 | " " 16th " | 361,659 | 3,38,320 | 47,51,171 | 7,35,191 | 22,466 | 10,95,977 | 573 | 273,199 | 4 0 2 |
| 1902 | " " 23rd " | 353,388 | 3,33,919 | 41,12,667 | 6,68,173 | 19,122 | 10,21,214 | 534 | 269,577 | 3 12 7 |
| 1902 | " " 30th " | 325,013 | 3,38,514 | 45,11,290 | 7,33,049 | 25,911 | 10,06,869 | 523 | 282,310 | 3 14 2 |
| 1902 | " " 6th Sept. | 318,867 | 3,17,202 | 49,80,675 | 7,94,412 | 28,395 | 11,39,979 | 596 | 299,274 | 3 12 11 |
| 1902 | " " 13th " | 336,639 | 3,19,883 | 49,73,705 | 7,72,718 | 22,948 | 11,15,549 | 583 | 292,607 | 3 13 1 |
| 1902 | " " 20th " | 387,829 | 3,86,671 | 47,57,124 | 7,29,944 | 19,841 | 11,36,356 | 594 | 284,073 | 4 0 0 |
| | Totals up to date | 4,309,776 | 41,02,534 | 5,57,24,293 | 88,70,333 | 2,59,438 | 1,32,32,305 | 590 | 3,340,630 | 3 15 5 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded. 1901.

| Open miles. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|----------------|-------------------|--------------------|-----------|----------------------------------|-------------|-----------------|-------------|----------------------|----------------|-------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| 1901 | 13 days of July | 707,203 | 7,62,573 | 1,04,38,391 | 18,92,791 | 34,036 | 26,89,400 | 1,464 | 546,902 | 4 9 4 |
| 1902 | Week ended 20th " | 385,819 | 3,75,644 | 54,41,787 | 9,82,248 | 19,452 | 13,77,344 | 749 | 325,917 | 4 3 7 |
| 1902 | " " 27th " | 436,037 | 4,34,998 | 50,18,440 | 9,75,870 | 20,231 | 14,31,069 | 779 | 325,316 | 4 6 5 |
| 1902 | " " 3rd Aug. | 427,584 | 4,86,766 | 52,95,540 | 9,67,492 | 19,952 | 14,74,210 | 802 | 335,217 | 4 6 4 |
| 1902 | " " 10th " | 418,883 | 4,53,909 | 53,28,299 | 8,91,256 | 20,879 | 13,65,744 | 743 | 319,146 | 4 4 6 |
| 1902 | " " 17th " | 398,098 | 4,41,653 | 51,37,112 | 8,18,702 | 21,789 | 12,82,144 | 698 | 301,408 | 4 4 1 |
| 1902 | " " 24th " | 368,115 | 3,36,888 | 44,31,865 | 8,01,869 | 21,047 | 11,58,797 | 630 | 289,670 | 4 0 0 |
| 1902 | " " 31st " | 381,650 | 3,45,475 | 50,68,446 | 8,00,264 | 20,135 | 12,25,774 | 667 | 285,543 | 4 2 4 |
| 1902 | " " 7th Sept. | 366,433 | 3,74,375 | 51,54,918 | 8,13,980 | 18,184 | 12,06,239 | 656 | 287,726 | 4 3 1 |
| 1902 | " " 14th " | 373,976 | 3,93,121 | 48,88,620 | 8,16,604 | 23,741 | 12,38,366 | 671 | 285,479 | 4 5 2 |
| 1902 | " " 21st " | 358,471 | 3,72,009 | 48,86,837 | 8,88,527 | 24,354 | 12,84,890 | 699 | 296,548 | 4 5 4 |
| | Totals up to date | 4,612,288 | 47,76,411 | 6,10,30,255 | 1,07,09,196 | 2,43,400 | 1,57,29,007 | 722 | 3,648,937 | 4 5 0 |

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 20th September 1902, on 22·23 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|------------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 17,685 | 4,067 9 0 | 13,777 30 | 477 5 0 | 8 0 0 | 4,552 14 0 | 1,112 | 76 | 1,188 |
| Or per mile of railway | 232,297* | 182 15 7 | 2,02,094 30† | 21 7 7 | 0 5 9 | 204 12 11 | ..... | 1,118‡ | ..... |
| For previous 10½ weeks of half-year | | 52,310 13 0* | | 6,084 6 0‡ | 79 0 0‡ | 53,474 3 0 | 11,636§ | 771 | 12,407 |
| Total for 11½ weeks | 232,292 | 56,378 6 0 | 2,16,773 20 | 6,561 11 0 | 87 0 0 | 63,027 1 0 | 12,798 | 771 | 13,569 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 18,575‡ | 4,085 11 0 | 9,239 30 | 335 2 0 | 3 2 3 | 4,423 15 3 | 1,105 | 23 | 1,128 |
| Per mile of railway corresponding week of previous year ... .. | ..... | 183 12 8 | ..... | 16 1 3 | 0 2 3 | 199 0 2 | ..... | ..... | ..... |
| Total for corresponding 11½ weeks of previous year | 247,429 | 55,370 4 10 | 1,00,694 10 | 3,924 5 0 | 91 9 9 | 59,386 3 7 | 13,397 | 771 | 14,168 |

* Added No. of passengers 1,811 and Rs. 97 ½ On account of difference between the approximate and audited figures for the week ended 16th Aug.
† Deducted Mds. 10,511 and „ 6½ 1902.
‡ Added „ 8
§ Audited figures up to 16th August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|---------------|-----------------------|--------------------|--------|----------------------------------|-------|-----------------|--------|----------------------|--------------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. of passengers. |
| *22'23 | 12 days of July ... | 40,061 | 10,019 | 72,607 | 1,675 | 10 | 11,694 | 522 | 2,008 |
| *22'23 | Week ended 19th „ ... | 31,057 | 6,929 | 10,637 | 403 | 10 | 7,342 | 330 | 1,232 |
| *22'23 | „ „ 26th „ ... | 32,847 | 6,357 | 19,055 | 504 | 6 | 5,867 | 264 | 1,188 |
| *22'23 | „ „ 2nd August ... | 16,896 | 3,700 | 8,831 | 334 | 11 | 4,105 | 185 | 1,188 |
| *22'23 | „ „ 9th „ ... | 19,403 | 4,747 | 7,568 | 859 | 5 | 5,611 | 252 | 1,188 |
| *22'23 | „ „ 16th „ ... | 20,417 | 4,888 | 5,734 | 240 | 13 | 6,141 | 231 | 1,188 |
| *22'23 | „ „ 23rd „ ... | 17,086 | 4,167 | 21,378 | 581 | 6 | 4,754 | 214 | 1,188 |
| *22'23 | „ „ 30th „ ... | 17,391 | 4,316 | 22,440 | 581 | 5 | 4,902 | 221 | 1,188 |
| *22'23 | „ „ 6th September ... | 16,205 | 3,915 | 22,071 | 568 | 5 | 4,488 | 202 | 1,188 |
| *22'23 | „ „ 13th „ ... | 19,184 | 4,213 | 12,574 | 439 | 8 | 4,660 | 210 | 1,188 |
| *22'23 | „ „ 30th „ ... | 17,635 | 4,067 | 13,778 | 478 | 8 | 4,553 | 205 | 1,188 |
| | Totals up to date ... | 232,292 | 56,378 | 2,16,773 | 6,562 | 87 | 63,027 | 242 | 13,569 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rs. |
|-------|-----------------------|--------------------|--------|----------|-------|-----|--------|-----|--------|------|
| 22'23 | 13 days of July ... | 41,385 | 9,210 | 20,301 | 786 | 18 | 10,714 | 462 | 2,244 | 4 12 |
| 22'23 | Week ended 20th „ ... | 19,623 | 4,533 | 5,910 | 267 | 8 | 4,806 | 216 | 1,188 | 4 0 |
| 22'23 | „ „ 27th „ ... | 30,501 | 6,411 | 7,351 | 310 | 6 | 7,27 | 303 | 1,232 | 4 0 |
| 22'23 | „ „ 3rd August ... | 24,934 | 5,439 | 5,585 | 234 | 5 | 5,728 | 258 | 1,188 | 4 13 |
| 22'23 | „ „ 10th „ ... | 21,689 | 4,937 | 6,937 | 312 | 10 | 5,129 | 231 | 1,188 | 4 3 |
| 22'23 | „ „ 17th „ ... | 19,154 | 4,434 | 7,297 | 276 | 8 | 4,718 | 212 | 1,188 | 3 10 |
| 22'23 | „ „ 24th „ ... | 18,080 | 3,901 | 8,841 | 291 | 6 | 4,198 | 189 | 1,188 | 3 8 |
| 22'23 | „ „ 31st „ ... | 18,593 | 4,339 | 8,683 | 264 | 9 | 4,712 | 212 | 1,188 | 3 10 |
| 22'23 | „ „ 7th September ... | 14,501 | 3,198 | 7,316 | 278 | 7 | 3,483 | 157 | 1,188 | 3 14 |
| 22'23 | „ „ 14th „ ... | 20,350 | 4,983 | 13,303 | 471 | 11 | 4,745 | 213 | 1,188 | 3 13 |
| 22'23 | „ „ 21st „ ... | 18,676 | 4,066 | 9,239 | 355 | 3 | 4,424 | 199 | 1,188 | 3 11 |
| | Totals up to date ... | 247,429 | 55,371 | 1,00,634 | 3,924 | 91 | 59,386 | 225 | 14,168 | 4 2 |

* Audited figures.

Approximate Return of Traffic for week ended 20th September 1902 on 162.24 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|-----------------------------|----------------------------------|------------------------|-----------------------------|-------------------------|--------------------------|--------------|---------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week .. | (a) 18,476 | Rs. A. P. (a) 17,422 5 0 | Mds. s. 80,116 20 | Rs. A. P. 9,561 2 0 | Rs. A. P. 44 0 0 | Rs. A. P. 27,027 7 0 | 8,575 | 3,913 | 12,488 |
| Or per mile of railway ..... | ..... | 107 6 2 | ..... | 58 14 11 | 0 4 4 | 166 9 5 | ..... | ..... | ..... |
| For previous 10½ weeks of half-year | 230,386* | 2,88,598 8 0* | 14,55,931 30† | 1,04,055 0 0† | 457 0 0† | 2,03,110 8 0 | 91,596½ | 49,401½ | 141,097 |
| Total for 11½ weeks .. | 248,868 | 2,06,020 13 0 | 15,36,048 10 | 1,13,616 2 0 | 501 0 0 | 3,20,137 15 0 | 100,171 | 53,404 | 153,575 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 19,760† | 21,112 11 6 | 1,07,931 20 | 16,548 7 0 | 63 8 9 | 37,724 11 3 | 8,209 | 3,501 | 11,800 |
| Per mile of railway corresponding week of previous year ..... | ..... | 130 2 1 | ..... | 102 0 1 | 0 6 3 | 232 8 5 | ..... | ..... | ..... |
| Total for corresponding 11½ weeks of previous year | 246,800 | 2,12,833 9 2 | 14,47,689 20 | 1,37,563 9 5 | 588 8 3 | 3,50,985 10 10 | 95,128 | 44,510 | 139,638 |

(a) The decrease is due to the running of extra troops trains in the corresponding period of 1901 from Kidderpore Docks to North-Western Railway and Umballa Cantonment.

| | | |
|--|---------|---|
| * Added No. of passengers 890 and deducted | Rs. 518 | } On account of difference between the Approximate and Audited figures for the week ended 16th August 1902. |
| + Do. Mds. 34,464 and | " 2,297 | |
| + Do. " " | " 5 | |

§ Audited figures up to 16th August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|---------------------------------|--------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|--------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| *1872 | 12 days of Week ended 19th July | 40,898 | 32,091 | 1,48,404 | 19,647 | 93 | 51,831 | 319 | 22,783 | 2 4 5 |
| *1873 | " " 26th " | 22,411 | 17,902 | 5,02,416 | 15,268 | 42 | 33,272 | 205 | 13,707 | 2 6 10 |
| *1874 | " " 26th " | 22,107 | 32,297 | 1,03,087 | 8,894 | 32 | 31,033 | 191 | 13,778 | 2 4 0 |
| *1875 | " " 21st August | 20,154 | 15,926 | 1,06,992 | 7,715 | 40 | 23,681 | 140 | 13,472 | 1 12 1 |
| *1876 | " " 9th " | 21,716 | 17,112 | 92,516 | 7,445 | 58 | 24,615 | 152 | 12,810 | 1 14 9 |
| *1877 | " " 16th " | 21,596 | 16,868 | 94,430 | 9,650 | 48 | 26,566 | 164 | 12,376 | 2 2 4 |
| *1878 | " " 23rd " | 19,453 | 16,863 | 76,180 | 8,196 | 42 | 25,101 | 155 | 12,970 | 1 16 0 |
| *1879 | " " 30th " | 17,740 | 15,947 | 93,326 | 10,035 | 30 | 26,012 | 166 | 13,002 | 2 1 0 |
| *1880 | " " 6th September | 18,646 | 16,056 | 80,408 | 8,869 | 30 | 25,555 | 158 | 13,558 | 1 14 2 |
| *1881 | " " 13th " | 21,635 | 17,066 | 96,074 | 7,436 | 42 | 24,544 | 151 | 12,671 | 1 15 3 |
| *1882 | " " 20th " | 18,476 | 17,423 | 80,116 | 9,561 | 44 | 27,028 | 167 | 12,488 | 2 2 8 |
| Totals up to date | | 248,802 | 2,06,021 | 15,36,048 | 1,13,616 | 501 | 3,30,138 | 168 | 153,675 | 2 1 4 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate |
|------|-----------------------|--------------------|----------|-----------|----------|-----|----------|-----|---------|--------|
| | | | Rs. | | | | | | Rs. A P | |
| 1892 | 13 days of July ... | 41,383 | 31,192 | 3,15,809 | 30,744 | 82 | 62,018 | 382 | 21,945 | 2 13 3 |
| 1892 | Week ended 20th " ... | 23,979 | 17,801 | 88,131 | 10,705 | 49 | | | 11,711 | 2 7 0 |
| 1892 | " " 27th " ... | 22,024 | 18,927 | 85,577 | 10,692 | 43 | 28,555 | 176 | 11,234 | 2 9 5 |
| 1892 | " " 3rd August ... | 21,632 | 22,416 | 94,502 | 11,812 | 60 | 29,082 | 179 | 11,363 | 3 0 2 |
| 1892 | " " 10th " ... | 21,587 | 19,235 | 1,98,344 | 11,540 | 34 | 34,288 | 211 | 11,860 | 2 9 7 |
| 1892 | " " 17th " ... | 19,937 | 18,073 | 1,02,422 | 6,466 | 33 | 30,799 | 162 | 12,104 | 2 0 6 |
| 1892 | " " 24th " ... | 20,400 | 15,231 | 61,030 | 10,682 | 56 | 31,587 | 160 | 11,002 | 2 5 9 |
| 1892 | " " 31st " ... | 19,676 | 16,611 | 72,947 | 8,726 | 61 | 25,946 | 157 | 13,530 | 1 14 0 |
| 1892 | " " 7th September | 18,548 | 15,492 | 1,56,223 | 9,319 | 50 | 26,393 | 153 | 11,555 | 2 2 5 |
| 1892 | " " 14th " ... | 17,885 | 16,763 | 73,573 | 10,929 | 64 | 24,872 | 171 | 11,334 | 2 6 6 |
| 1892 | " " 21st " ... | 19,760 | 21,113 | 1,97,932 | 16,548 | | 27,741 | 233 | 11,890 | 3 3 2 |
| | Totals up to date ... | 246,809 | 2,12,834 | 14,47,690 | 1,37,563 | 589 | 5,56,986 | 182 | 180,638 | 2 8 8 |

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 20th September 1902 on 78.76 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|--------------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | (a) 14,110 | (a) 7,731 8 0 | 36,274 20 | 2,054 0 0 | 12 0 0 | 9,805 8 0 | 1,898 | 1,429 | 3,327 |
| Or per mile of railway ... | ..... | Rs. 4 4 | ..... | 26 1 3 | 0 2 5 | 124 8 0 | ..... | ..... | ..... |
| For previous 10½ weeks of half-year | 117,287* | 62,119 10 0* | 4,01,596 10† | 24,757 12 0† | 169 0 0‡ | 87,036 6 0 | 20,573§ | 9,937§ | 30,510 |
| Total for 11½ weeks ... | 131,397 | 69,859 2 0 | 4,37,870 30 | 26,811 12 0 | 171 0 0 | 96,841 14 0 | 22,471 | 11,366 | 33,837 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 11,084‡ | 5,125 8 0 | 27,072 20 | 2,050 4 0 | 17 3 6 | 7,201 15 6 | 2,150 | 1,148‡ | 3,298 |
| Per mile of railway corresponding week of previous year. | ..... | Rs. 1 3 | ..... | 26 2 4 | 0 3 6 | 91 7 1 | ..... | ..... | ..... |
| Total for corresponding 11½ weeks of previous year. | 194,426 | 91,402 1 1 | 4,57,735 30 | 31,551 3 0 | 192 14 0 | 1,23,146 2 1 | 24,705 | 14,827‡ | 39,532 |

(a) The increase is due to pilgrim traffic to Gaya.
* Added No. of passengers 130 and deducted Rs. 720.
† Do. Mds. 7,522 and " 33½. On account of difference between the Approximate and Audited figures for the week ended 16th August 1902.
‡ Deducted " 16½.
§ Audited figures up to 16th August 1902.

1902. Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-----------------------|-------------------|--------------------|--------|----------------------------------|--------|-----------------|--------|----------------------|--------------------|
| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. of Passengers. |
| * 78-76 | 12 days of July | 23,554 | 12,210 | 70,897 | 4,578 | 40 | 16,828 | 214 | 1,461 |
| * 78-76 | Week ended 19th " | 12,311 | 6,581 | 35,422 | 2,135 | 8 | 8,724 | 111 | 2,678 |
| * 78-76 | " " 26th " | 11,735 | 5,894 | 41,404 | 2,348 | 9 | 8,251 | 105 | 2,835 |
| * 78-76 | " " 2nd Aug. | 13,254 | 6,000 | 35,576 | 3,210 | 11 | 9,211 | 117 | 2,835 |
| * 78-76 | " " 9th " | 10,679 | 5,312 | 28,578 | 2,099 | 18 | 7,339 | 93 | 2,914 |
| * 78-76 | " " 16th " | 9,868 | 4,830 | 53,627 | 2,382 | 11 | 7,223 | 92 | 2,609 |
| 78-76 | " " 23rd " | 9,138 | 5,760 | 20,473 | 1,923 | 26 | 7,709 | 98 | 2,448 |
| 78-76 | " " 30th " | 8,955 | 5,455 | 32,366 | 2,323 | 12 | 7,790 | 93 | 3,386 |
| 78-76 | " " 6th Sept. | 8,817 | 4,721 | 29,076 | 1,990 | 12 | 6,723 | 85 | 3,255 |
| 78-76 | " " 13th " | 9,965 | 5,357 | 30,188 | 1,859 | 13 | 7,228 | 92 | 2,599 |
| 78-76 | " " 20th " | 14,110 | 7,739 | 36,275 | 2,054 | 12 | 9,805 | 125 | 3,327 |
| Totals up to date ... | | 131,397 | 69,859 | 4,37,871 | 26,811 | 171 | 96,841 | 103 | 33,837 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. |
|-----------------------|-------------------|--------------------|--------|----------|--------|-----|----------|-----|--------|
| 78-76 | 13 days of July | 20,330 | 10,058 | 87,747 | 6,177 | 24 | 16,259 | 206 | 6,143 |
| 78-76 | Week ended 20th " | 12,398 | 5,865 | 50,236 | 3,121 | 8 | 8,994 | 114 | 3,307 |
| 78-76 | " " 27th " | 10,907 | 5,833 | 40,002 | 2,883 | 18 | 10,984 | 134 | 3,308 |
| 78-76 | " " 2nd Aug. | 32,988 | 13,656 | 51,006 | 3,215 | 14 | 10,885 | 214 | 3,386 |
| 78-76 | " " 10th " | 31,942 | 13,849 | 49,144 | 3,542 | 34 | 17,425 | 221 | 3,307 |
| 78-76 | " " 17th " | 23,221 | 11,725 | 33,853 | 2,740 | 21 | 14,489 | 184 | 3,306 |
| 78-76 | " " 24th " | 11,546 | 6,212 | 35,066 | 2,906 | 20 | 9,138 | 116 | 3,307 |
| 78-76 | " " 31st " | 10,525 | 5,616 | 28,040 | 1,812 | 15 | 7,443 | 95 | 3,308 |
| 78-76 | " " 7th Sept. | 10,142 | 5,643 | 23,620 | 1,702 | 11 | 7,356 | 93 | 3,465 |
| 78-76 | " " 14th " | 10,423 | 5,560 | 17,879 | 1,394 | 11 | 6,971 | 89 | 3,386 |
| 78-76 | " " 21st " | 11,084 | 6,136 | 27,073 | 2,059 | 17 | 7,202 | 91 | 3,308 |
| Totals up to date ... | | 194,426 | 91,402 | 4,57,736 | 31,551 | 193 | 1,23,146 | 182 | 39,533 |

* Audited figures.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 27th September 1902 on 1,913.28 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|-------------------|-----------------------------|------------------|--------------------------|--------------|------------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | (a) | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 390,573 | 3,08,231 10 0 | 51,49,945 30 | 8,07,550 6 0 | 17,898 0 0 | 12,13,680 0 0 | 110,696 | 174,387 | 285,083 |
| Or per mile of railway | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| For previous 11½ weeks of half-year. | 4,515,317* | 40,85,708 15 0* | 5,57,67,368 80† | 88,68,626 6 0† | 2,59,096 0 0† | 1,32,13,471 5 0 | 1,287,637‡ | 2,053,707§ | 3,341,344 |
| Total for 12½ weeks | 4,605,890 | 44,73,940 9 0 | 6,09,17,314 20 | 96,76,216 12 0 | 2,76,094 0 0 | 1,44,27,151 5 0 | 1,398,333 | 2,228,094 | 3,626,427 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 449,010‡ | 4,66,744 5 0 | 48,90,606 30 | 9,14,049 3 7 | 19,034 7 3 | 13,99,827 15 10 | 114,928 | 184,074‡ | 299,002‡ |
| Per mile of railway correspond. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| the week of previous year. | ... | 253 15 0 | ... | 497 4 9 | 10 5 8 | 761 9 5 | ... | ... | ... |
| Total for corresponding 12½ weeks of previous year. | 5,061,298‡ | 52,43,155 2 8 | 6,59,20,921 10 | 1,16,23,245 10 11 | 2,62,434 0 6 | 1,71,28,834 14 1 | 1,409,460‡ | 2,638,478‡ | 3,947,939‡ |

(a) The decrease is due (1) to the running of extra troop trains in the corresponding period of 1901, from Kidderpore Docks to North-Western Railway and (2) greater movements of pilgrims.
 (b) The decrease is chiefly in coal.
 * Added No. of passengers 5,541 and deducted Rs. 16,825 } On account of difference between the approximate and audited figures for the week ended 23rd
 † Do. Mds. 43,076 and deducted " 1,667 } August 1902.
 ‡ Deducted " 342 }
 § Audited figures up to 23rd August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of Railway. | Train mileage. | |
|---------------|----------------------|--------------------|-----------|----------------------------------|-----------|-----------------|-------------|----------------------|----------------|-----------------|
| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| 1,913'40 | 12 days of July | 716,693 | 6,65,787 | 86,38,982 | 14,63,289 | 31,611 | 21,60,687 | 1,129 | 509,675 | 4 3 10 |
| 1,913'40 | Week ended 19th July | 441,138 | 3,78,481 | 47,42,891 | 8,02,443 | 16,685 | 11,97,612 | 626 | 288,531 | 4 2 5 |
| 1,913'40 | " " 26th " | 370,267 | 3,75,806 | 45,66,618 | 7,07,453 | 16,816 | 11,00,075 | 575 | 279,023 | 3 15 1 |
| 1,913'40 | " " 2nd August | 345,725 | 3,21,083 | 40,81,101 | 7,35,933 | 28,773 | 10,86,789 | 568 | 285,468 | 3 12 11 |
| 1,913'40 | " " 9th " | 333,308 | 3,26,968 | 46,08,069 | 7,25,710 | 27,520 | 10,81,198 | 565 | 277,593 | 3 14 4 |
| 1,913'40 | " " 16th " | 361,659 | 3,38,320 | 47,51,171 | 7,35,191 | 22,466 | 10,95,077 | 573 | 273,199 | 4 0 2 |
| 1,913'40 | " " 23rd " | 358,929 | 3,17,094 | 41,55,743 | 6,65,506 | 18,780 | 10,02,390 | 524 | 270,291 | 3 11 4 |
| 1,913'40 | " " 30th " | 325,013 | 3,38,514 | 46,11,290 | 7,33,064 | 25,411 | 10,96,869 | 573 | 285,310 | 3 14 2 |
| 1,913'40 | " " 6th Sept. | 318,807 | 3,17,202 | 49,80,675 | 7,04,412 | 28,345 | 11,39,979 | 596 | 290,274 | 3 12 11 |
| 1,913'40 | " " 13th " | 333,039 | 3,19,833 | 49,73,705 | 7,72,718 | 22,944 | 11,15,549 | 583 | 282,007 | 3 13 1 |
| 1,913'40 | " " 20th " | 387,829 | 3,86,571 | 47,57,121 | 7,23,944 | 19,841 | 11,36,356 | 594 | 284,073 | 4 0 0 |
| 1,913'40 | " " 27th " | 384,573 | 3,85,232 | 51,49,946 | 8,07,550 | 17,898 | 12,13,680 | 634 | 285,030 | 4 4 1 |
| | Totals up to date | 4,605,890 | 44,73,941 | 6,09,17,315 | 96,76,216 | 2,76,094 | 1,44,27,151 | 593 | 3,626,427 | 3 15 8 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
|----------|----------------------|--------------------|-----------|-------------|-------------|----------|-------------|-------|-----------|-----------------|
| 1,837'46 | 12 days of July | 707,203 | 7,62,573 | 1,04,38,391 | 18,92,791 | 31,366 | 26,89,400 | 1,464 | 586,992 | 4 9 4 |
| 1,837'79 | Week ended 20th July | 385,519 | 3,75,644 | 54,41,787 | 9,22,348 | 19,452 | 13,77,344 | 749 | 325,917 | 4 3 7 |
| 1,838'04 | " " 27th " | 436,037 | 4,34,998 | 50,18,440 | 9,75,870 | 20,231 | 14,31,699 | 779 | 323,316 | 4 6 5 |
| 1,838'04 | " " 3rd August | 467,594 | 4,86,766 | 52,95,549 | 9,67,492 | 19,952 | 14,74,210 | 802 | 345,217 | 4 6 4 |
| 1,838'04 | " " 10th " | 418,833 | 4,53,909 | 53,28,299 | 8,91,256 | 20,573 | 13,65,744 | 743 | 319,146 | 4 4 6 |
| 1,838'04 | " " 17th " | 398,098 | 4,41,653 | 51,37,112 | 8,18,702 | 21,789 | 13,82,144 | 698 | 301,468 | 4 4 1 |
| 1,838'04 | " " 24th " | 353,116 | 3,55,885 | 44,31,865 | 8,01,892 | 21,047 | 11,58,797 | 630 | 289,670 | 4 0 0 |
| 1,838'04 | " " 31st " | 381,650 | 3,45,475 | 50,08,446 | 8,20,264 | 20,035 | 12,25,774 | 627 | 295,548 | 4 2 4 |
| 1,838'04 | " " 7th Sept. | 366,452 | 3,74,375 | 51,54,918 | 8,13,680 | 18,184 | 12,06,239 | 656 | 287,726 | 4 3 1 |
| 1,838'04 | " " 14th " | 373,976 | 3,93,121 | 48,88,620 | 8,16,504 | 23,741 | 12,33,366 | 671 | 285,479 | 4 5 2 |
| 1,838'04 | " " 21st " | 368,471 | 3,72,069 | 48,86,837 | 8,83,527 | 24,354 | 12,84,890 | 699 | 296,548 | 4 5 4 |
| 1,838'04 | " " 28th " | 449,011 | 4,65,744 | 48,90,606 | 9,14,050 | 19,034 | 13,99,828 | 762 | 299,003 | 4 10 11 |
| | Totals up to date | 5,061,299 | 52,43,155 | 6,59,20,921 | 1,16,23,246 | 2,62,434 | 1,71,28,835 | 725 | 3,947,940 | 4 5 8 |

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 27th September 1902 on 22·23 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|---------------------|----------------------------------|-------------------|-----------------------------|---------------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week ... | 19,392 | Rs. A. P. 4,388 5 0 | Mds. s. 15,178 30 | Rs. A. P. 571 1 0 | Rs. A. P. 8 0 0 | Rs. A. P. 4,967 6 0 | 1,113 | 75 | 1,188 |
| Or per mile of railway ... | ..... | 197 6 7 | ..... | 25 11 0 | 0 5 9 | 223 7 4 | ..... | ..... | ..... |
| For previous 11½ weeks of half-year | 240,205* | 56,291 6 0* | 2,04,197 20† | 6,352 11 0† | 88 0 0‡ | 62,733 1 0 | 13,862§ | 1,130§ | 14,992§ |
| Total for 12½ weeks ... | 259,597 | 60,679 11 0 | 2,19,376 10 | 6,923 12 0 | 96 0 0 | 67,609 7 0 | 13,975 | 1,205 | 15,180 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 19,641 | 4,440 0 1 | 13,802 10 | 536 8 0 | 8 15 0 | 4,985 7 1 | 1,062 | 126 | 1,188 |
| Per mile of railway corresponding week of previous year. | ..... | 199 11 8 | ..... | 24 2 2 | 0 6 5 | 224 4 3 | ..... | ..... | ..... |
| Total for corresponding 12½ weeks of previous year. | 267,070 | 59,810 4 11 | 1,14,496 20 | 4,460 13 0 | 100 8 9 | 64,371 10 8 | 14,459 | 897 | 15,356 |

* Added No. of passengers 223 and deducted

† Deducted Mds. 12,575

‡ Added

§ Audited figures up to 23rd August 1902.

and Rs. 87 } on account of difference between the approximate and audited figures for the week ended 27th September 1902.
209 }
1 }

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|--------------------------|--------------------|--------|----------------------------------|-------|-----------------|--------|----------------------|----------------|--------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rs. |
| *22-23 | 12 days of July | 40,661 | 10,019 | 72,607 | 1,575 | 10 | 11,604 | 522 | 2,068 | 5 9 1 |
| *22-23 | Week ended 19th July ... | 31,067 | 6,929 | 10,687 | 403 | 10 | 7,342 | 350 | 1,232 | 5 10 4 |
| *22-23 | " " 26th " ... | 22,847 | 5,357 | 19,055 | 504 | 6 | 5,867 | 264 | 1,188 | 4 13 6 |
| *22-23 | " " 2nd August | 16,896 | 3,760 | 8,881 | 334 | 11 | 4,105 | 185 | 1,188 | 3 7 3 |
| *22-23 | " " 9th " ... | 19,493 | 4,747 | 7,668 | 869 | 5 | 5,611 | 252 | 1,188 | 4 11 7 |
| *22-23 | " " 16th " ... | 20,417 | 4,888 | 5,734 | 372 | 13 | 5,141 | 231 | 1,188 | 4 5 3 |
| *22-23 | " " 23rd " ... | 18,909 | 4,081 | 8,803 | 240 | 7 | 4,490 | 201 | 1,188 | 3 12 1 |
| *22-23 | " " 30th " ... | 17,391 | 4,316 | 22,440 | 581 | 5 | 4,902 | 221 | 1,188 | 4 3 6 |
| *22-23 | " " 6th Sept. | 16,265 | 3,915 | 22,071 | 568 | 8 | 4,488 | 202 | 1,188 | 3 13 6 |
| *22-23 | " " 13th " ... | 19,184 | 4,213 | 12,574 | 439 | 8 | 4,653 | 210 | 1,188 | 3 14 4 |
| *22-23 | " " 20th " ... | 17,685 | 4,067 | 13,778 | 478 | 8 | 4,553 | 205 | 1,188 | 3 13 4 |
| *22-23 | " " 27th " ... | 19,392 | 4,388 | 15,178 | 571 | 8 | 4,967 | 213 | 1,188 | 4 3 11 |
| | Totals up to date ... | 259,597 | 60,680 | 2,19,376 | 6,924 | 96 | 67,700 | 240 | 15,180 | 4 7 1 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
|-------|--------------------------|-----------------------|--------|----------|-------|-----|--------|-----|--------|---------|
| 22-23 | 13 days of July | 41,388 | 9,910 | 20,302 | 786 | 18 | 10,714 | 482 | 2,244 | 4 13 1 |
| 22-23 | Week ended 20th July ... | 19,522 | 4,533 | 5,910 | 267 | 8 | 4,808 | 216 | 1,188 | 4 6 3 |
| 22-23 | " " 27th " ... | 30,403 | 6,411 | 7,351 | 310 | 6 | 727 | 303 | 1,532 | 5 7 4 |
| 22-23 | " " 3rd August | 24,864 | 5,489 | 5,586 | 234 | 5 | 5,728 | 258 | 1,188 | 4 13 4 |
| 22-23 | " " 10th " ... | 21,089 | 4,807 | 6,937 | 312 | 10 | 5,129 | 231 | 1,188 | 4 5 1 |
| 22-23 | " " 17th " ... | 19,154 | 4,434 | 7,207 | 276 | 8 | 4,718 | 212 | 1,188 | 3 15 7 |
| 22-23 | " " 24th " ... | 18,080 | 3,901 | 8,841 | 291 | 6 | 4,198 | 189 | 1,188 | 3 15 4 |
| 22-23 | " " 31st " ... | 19,503 | 4,339 | 8,683 | 364 | 9 | 4,712 | 212 | 1,188 | 3 15 13 |
| 22-23 | " " 7th Sept. | 14,501 | 3,198 | 7,316 | 278 | 7 | 3,483 | 157 | 1,188 | 3 13 13 |
| 22-23 | " " 14th " ... | 20,250 | 4,263 | 13,301 | 471 | 11 | 4,745 | 213 | 1,188 | 3 11 3 |
| 22-23 | " " 21st " ... | 18,575 | 4,086 | 9,259 | 335 | 3 | 4,424 | 199 | 1,188 | 4 5 3 |
| 22-23 | " " 28th " ... | 19,641 | 4,440 | 13,862 | 537 | 9 | 4,986 | 224 | 1,188 | 4 5 3 |
| | Totals up to date ... | 267,070 | 59,811 | 1,14,496 | 4,461 | 100 | 64,372 | 225 | 15,356 | 4 3 1 |

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 27th September 1902 on 162.24 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|---------------|-----------------------------|-----------------|--------------------------|--------------|---------|
| | No. of Passengers. | Coaching Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | (a) | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 15,731 | 14,947 12 0 | 1,09,467 20 | 13,312 1 0 | 51 0 0 | 28,310 13 0 | 8,639 | 3,648 | 12,287 |
| Or per mile of railway | ... | 92 2 2 | ... | 82 0 10 | 0 5 0 | 174 8 0 | 100,738 | 53,100 | 153,838 |
| For previous 11½ weeks of half-year | 240,130* | 2,03,533 13 0* | 17,38,981 10† | 1,18,436 2 0† | 518 0 0‡ | 3,22,487 15 0 | ... | ... | ... |
| Total for 12½ weeks | 261,851 | 2,18,481 9 0 | 18,48,448 30 | 1,31,748 3 0 | 569 0 0 | 3,50,798 12 0 | 109,377 | 56,748 | 166,125 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 18,310 | 19,772 9 9 | 1,01,202 30 | 16,012 10 9 | 41 13 0 | 36,827 1 6 | 8,146 | 3,725 | 11,871 |
| Per mile of railway corresponding week of previous year. | ... | 121 14 0 | ... | 98 11 2 | 0 4 1 | 220 13 3 | ... | ... | ... |
| Total for corresponding 12½ weeks of previous year. | 265,119 | 2,32,606 2 11 | 15,48,892 10 | 1,53,576 4 2 | 630 5 3 | 3,86,812 12 4 | 103,274 | 48,235 | 151,509 |

(a) The decrease is due to the running of extra troop trains from Kidderpore Docks to North-Western Railway.
* Added No. of passengers 268 and deducted Rs. 2,487 } On account of difference between the approximate and audited figures for the week ended 23rd
† Do. maunds 2,02,933 and " 4,820 } August 1902.
‡ Do. " " 17 }
§ Audited figures up to 23rd August 1902.

1902. Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-----------------------|-----------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|-----------|
| | | Number of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| 1902-24 | 12 days of July ... | 40,898 | 32,091 | 1,43,494 | 19,647 | 93 | 51,881 | 319 | 22,783 | Rs. A. P. |
| 1902-24 | Week ended 19th " ... | 22,411 | 17,962 | 5,62,416 | 15,268 | 42 | 33,272 | 205 | 13,707 | 2 4 5 |
| 1902-24 | " " 26th " ... | 26,297 | 22,107 | 1,02,087 | 8,894 | 32 | 31,033 | 191 | 13,778 | 2 6 10 |
| 1902-24 | " " 2nd Aug. ... | 20,154 | 15,926 | 1,00,992 | 7,715 | 40 | 28,681 | 146 | 13,472 | 2 4 0 |
| 1902-24 | " " 9th " ... | 21,710 | 17,112 | 92,518 | 7,445 | 58 | 24,615 | 152 | 12,810 | 1 12 1 |
| 1902-24 | " " 16th " ... | 21,536 | 16,868 | 94,439 | 9,650 | 48 | 26,566 | 164 | 12,376 | 1 14 9 |
| 1902-24 | " " 23rd " ... | 19,721 | 14,376 | 2,79,113 | 13,016 | 59 | 27,461 | 169 | 13,333 | 2 2 4 |
| 1902-24 | " " 30th " ... | 17,740 | 15,947 | 93,326 | 10,935 | 30 | 26,912 | 166 | 13,062 | 2 1 2 |
| 1902-24 | " " 6th Sept. ... | 18,646 | 16,656 | 89,408 | 8,899 | 30 | 25,555 | 158 | 13,658 | 2 1 0 |
| 1902-24 | " " 13th " ... | 21,535 | 17,006 | 96,074 | 7,436 | 42 | 24,544 | 151 | 12,571 | 1 14 2 |
| 1902-24 | " " 20th " ... | 18,476 | 17,423 | 80,116 | 9,561 | 44 | 27,028 | 167 | 12,571 | 1 15 3 |
| 1902-24 | " " 27th " ... | 15,721 | 14,948 | 1,09,468 | 13,812 | 51 | 28,311 | 175 | 12,287 | 2 2 8 |
| | Totals up to date ... | 264,851 | 2,18,482 | 18,48,449 | 1,31,748 | 569 | 3,50,799 | 170 | 166,125 | 2 4 10 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded. 1901.

| | | | | | | | | | | |
|---------|-----------------------|-----------------------|----------|-----------|----------|-----|----------|-----|---------|-----------|
| 1902-24 | 12 days of July ... | Number of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| 1902-24 | Week ended 20th " ... | 21,383 | 31,192 | 3,15,809 | 30,744 | 82 | 62,018 | 382 | 21,945 | Rs. A. P. |
| 1902-24 | " " 27th " ... | 23,979 | 17,801 | 88,131 | 10,705 | 49 | 28,555 | 176 | 11,711 | 2 13 3 |
| 1902-24 | " " 3rd Aug. ... | 22,024 | 18,927 | 85,877 | 10,092 | 43 | 29,062 | 179 | 11,711 | 2 7 0 |
| 1902-24 | " " 10th " ... | 21,633 | 22,416 | 94,502 | 11,812 | 60 | 34,288 | 211 | 11,234 | 2 9 5 |
| 1902-24 | " " 17th " ... | 21,587 | 19,225 | 1,98,344 | 11,540 | 34 | 30,789 | 190 | 11,860 | 3 0 2 |
| 1902-24 | " " 24th " ... | 19,937 | 18,073 | 1,02,422 | 6,466 | 48 | 24,587 | 162 | 12,104 | 2 9 7 |
| 1902-24 | " " 31st " ... | 20,400 | 15,231 | 61,930 | 10,682 | 33 | 25,946 | 160 | 11,062 | 2 0 6 |
| 1902-24 | " " 7th Sept. ... | 19,676 | 16,611 | 72,947 | 8,726 | 54 | 25,393 | 167 | 13,530 | 2 5 9 |
| 1902-24 | " " 14th " ... | 18,548 | 15,402 | 1,56,223 | 9,319 | 61 | 24,872 | 153 | 11,553 | 1 14 0 |
| 1902-24 | " " 21st " ... | 17,883 | 16,753 | 73,573 | 10,929 | 59 | 27,741 | 171 | 11,534 | 2 2 5 |
| 1902-24 | " " 28th " ... | 19,760 | 21,112 | 1,07,932 | 16,848 | 64 | 37,725 | 233 | 11,800 | 2 6 6 |
| 1902-24 | " " 29th " ... | 18,310 | 19,772 | 1,01,202 | 16,013 | 42 | 35,827 | 221 | 11,871 | 3 3 2 |
| | Totals up to date ... | 265,119 | 2,32,606 | 15,48,892 | 1,53,576 | 631 | 3,86,813 | 185 | 151,509 | 3 0 3 |

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 27th September 1902 on 78.76 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------------------|-----------------|--------------------------|-------------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchan- disc. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | (a) 18,900 | (a)11,377 2 0 | 41,109 30 | 2,514 15 0 | 11 0 0 | 13,903 1 0 | 1,808 | 1,618 | 3,426 |
| Or per mile of railway | ..... | 144 7 3 | ... | 31 14 11 | 0 2 3 | 176 8 5 | ... | ... | ... |
| For previous 11½ weeks of half-year | 131,723* | 68,806 2 0† | 4,40,172 30‡ | 27,231 12 0† | 151 0 0‡ | 96,187 14 0 | 22,274§ | 11,720§ | 33,994 |
| Total for 12½ weeks | 150,623 | 80,192 4 0 | 4,81,282 20 | 29,746 11 0 | 162 0 0 | 1,10,090 15 0 | 24,082 | 13,338 | 37,420 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 17,406 | 9,196 4 0 | 28,267 30 | 2,126 12 0 | 14 7 3 | 11,337 7 3 | 2,292‡ | 1,198‡ | 3,490 |
| Per mile of railway corresponding week of previous year | ... | 116 12 2 | ... | 27 0 1 | 0 2 11 | 143 15 2 | ... | ... | ... |
| Total for corresponding 12½ weeks of previous year | 211,921 | 1,00,598 5 1 | 4,86,003 20 | 33,677 15 0 | 207 5 3 | 1,34,483 0 4 | 26,971‡ | 16,086 | 43,057 |

(a) The increase is due to the movements of pilgrims.
* Added No. of passengers 326 and deducted Rs. 1,054
† Do. maunds 2,302 and " 420 } On account of difference between the approximate and audited figures for the week ended 23rd August 1902.
‡ Deducted " 20
§ Audited figures up to 23rd August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-----------------------|-----------------------|--------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------|
| | | Number of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| *78.76 | 13 days of July ... | 23,554 | 12,210 | 70,807 | 4,578 | 40 | 16,828 | 214 | 4,061 | Rs. A. P. |
| *78.76 | Week ended 19th .. | 12,311 | 6,581 | 33,423 | 2,133 | 8 | 8,724 | 111 | 2,678 | 3 6 1 |
| *78.76 | " " 26th .. | 11,735 | 5,894 | 41,404 | 2,344 | 9 | 8,251 | 105 | 2,835 | 3 4 1 |
| *78.76 | " " 2nd Aug. ... | 12,264 | 6,000 | 53,575 | 3,210 | 11 | 9,231 | 117 | 2,835 | 3 4 4 |
| *78.76 | " " 9th .. | 10,679 | 5,312 | 25,678 | 2,009 | 18 | 7,339 | 93 | 2,914 | 2 5 4 |
| *78.76 | " " 16th .. | 9,868 | 4,830 | 53,627 | 2,382 | 11 | 7,223 | 92 | 2,599 | 3 12 6 |
| *78.76 | " " 23rd .. | 9,464 | 4,706 | 31,775 | 2,344 | 6 | 7,056 | 90 | 2,605 | 2 11 4 |
| *78.76 | " " 30th .. | 8,955 | 5,455 | 32,356 | 2,323 | 12 | 7,790 | 99 | 3,386 | 2 4 10 |
| *78.76 | " " 6th Sept. | 8,817 | 4,721 | 28,076 | 1,990 | 12 | 6,723 | 85 | 3,265 | 2 1 1 |
| *78.76 | " " 13th .. | 9,966 | 5,357 | 30,158 | 1,859 | 12 | 7,228 | 92 | 2,589 | 3 12 6 |
| *78.76 | " " 20th .. | 14,110 | 7,739 | 36,275 | 2,084 | 12 | 9,805 | 125 | 3,327 | 2 15 2 |
| *78.76 | " " 27th .. | 18,900 | 11,397 | 41,110 | 2,515 | 11 | 13,903 | 177 | 3,426 | 4 0 11 |
| | Totals up to date ... | 150,623 | 80,192 | 4,81,283 | 29,747 | 162 | 1,01,091 | 110 | 37,420 | 2 15 1 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
|-------|-----------------------|--------------------|----------|----------|--------|-----|----------|-----|--------|-----------|
| 78.76 | 13 days of July ... | 20,350 | 10,058 | 87,747 | 6,177 | 24 | 16,259 | 206 | 6,143 | Rs. A. P. |
| 78.76 | Week ended 20th .. | 12,298 | 5,865 | 60,236 | 3,121 | 8 | 8,994 | 114 | 3,307 | 3 10 4 |
| 78.76 | " " 27th .. | 19,967 | 8,083 | 40,002 | 2,883 | 18 | 10,984 | 130 | 3,308 | 3 11 6 |
| 78.76 | " " 3rd Aug. ... | 32,988 | 13,656 | 51,096 | 3,215 | 14 | 16,886 | 214 | 3,386 | 3 5 2 |
| 78.76 | " " 10th .. | 31,942 | 13,849 | 49,144 | 3,542 | 34 | 17,425 | 221 | 3,307 | 4 15 9 |
| 78.76 | " " 17th .. | 23,221 | 11,723 | 38,833 | 2,740 | 21 | 14,489 | 184 | 3,307 | 4 6 1 |
| 78.76 | " " 24th .. | 11,546 | 6,212 | 35,066 | 2,906 | 20 | 9,138 | 116 | 3,307 | 2 12 2 |
| 78.76 | " " 31st .. | 10,325 | 5,016 | 25,040 | 1,812 | 15 | 7,443 | 95 | 3,308 | 2 4 9 |
| 78.76 | " " 7th Sept. ... | 10,142 | 5,043 | 23,620 | 1,702 | 11 | 7,356 | 93 | 3,465 | 2 5 4 |
| 78.76 | " " 14th .. | 10,423 | 5,568 | 17,879 | 1,394 | 11 | 6,971 | 89 | 3,386 | 2 0 11 |
| 78.76 | " " 21st .. | 11,084 | 6,196 | 27,073 | 2,059 | 17 | 7,202 | 91 | 3,308 | 2 2 10 |
| 78.76 | " " 28th .. | 17,406 | 9,196 | 28,268 | 2,127 | 15 | 11,338 | 144 | 3,465 | 3 4 4 |
| | Totals up to date ... | 211,921 | 1,00,598 | 4,86,004 | 33,678 | 208 | 1,34,484 | 133 | 42,998 | 3 2 1 |

* Audited figures.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 4th October 1902, on 1,913.28 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|------------------|-----------------------------|-----------------|--------------------------|--------------|------------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 398,275 | 4,29,979 5 0 | 57,03,800 20 | 8,46,499 6 0 | 18,744 0 0 | 12,95,232 11 0 | 111,769 | 180,786 | 292,555 |
| per mile of railway | ..... | 224 11 9 | ..... | 442 6 11 | 9 12 9 | 676 15 5 | ..... | ..... | ..... |
| for previous 12½ weeks of half-year. | 4,688,047* | 44,64,351 9 0* | 6,07,43,232 20† | 96,77,961 12 0† | 2,72,029 0 0‡ | 1,44,14,942 5 0 | 1,399,080§ | 2,233,590§ | 3,632,676 |
| Total for 13½ weeks | 5,086,322 | 48,94,930 14 0 | 6,64,47,033 0 | 1,05,24,461 2 0 | 2,90,773 0 0 | 1,57,10,165 0 0 | 1,510,849 | 2,414,382 | 3,925,231 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 407,360‡ | 4,09,314 8 2 | 56,95,172 20 | 9,70,465 15 0 | 22,651 1 1 | 14,02,431 8 3 | 110,441‡ | 191,401‡ | 301,843 |
| per mile of railway for corresponding week of previous year. | ..... | 222 11 1 | ..... | 527 15 10 | 12 5 2 | 763 0 1 | ..... | ..... | ..... |
| Total for corresponding 13½ weeks of previous year. | 5,469,259 | 56,52,469 10 10 | 7,16,16,093 30 | 1,25,93,711 9 11 | 2,85,085 1 7 | 1,85,31,206 6 4 | 1,519,902‡ | 2,729,880 | 4,249,782‡ |

(a) The decrease is chiefly in coal traffic.
* Deducted No. of passengers 7,843 and Rs. 8,989 } On account of difference between the approximate and audited figures for the week
† Ditto mds. 1,74,082 and added .. 1,745 } ended 30th August 1902.
‡ Ditto 4,965 }
§ Audited figures up to 30th August 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-------------------|--------------------|-----------|----------------------------------|-------------|-----------------|-------------|----------------------|----------------|-----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| 1,913.40 | 12 days of July. | 716,603 | 6,65,787 | 86,38,982 | 14,63,289 | 31,611 | 21,60,687 | 1,129 | 569,575 | 4 3 10 |
| 1,913.40 | Week ended 19th " | 441,138 | 3,78,481 | 47,42,891 | 8,02,446 | 16,685 | 11,97,612 | 626 | 288,531 | 4 2 5 |
| 1,913.40 | " " 26th " | 370,267 | 3,75,896 | 45,66,618 | 7,07,453 | 16,816 | 11,00,075 | 575 | 279,023 | 3 15 1 |
| 1,913.40 | " " 2nd Aug. ... | 345,725 | 3,21,063 | 49,51,191 | 7,36,933 | 23,773 | 10,96,789 | 568 | 285,468 | 3 12 11 |
| 1,913.38 | " " 9th " | 353,308 | 3,26,968 | 46,08,069 | 7,36,710 | 21,520 | 10,81,198 | 565 | 277,593 | 3 14 4 |
| 1,913.38 | " " 16th " | 361,659 | 3,35,320 | 47,61,171 | 7,35,191 | 22,466 | 10,96,977 | 573 | 273,199 | 4 0 2 |
| 1,913.38 | " " 23rd " | 358,929 | 3,17,094 | 41,55,743 | 6,66,506 | 18,780 | 10,02,380 | 524 | 270,291 | 3 11 4 |
| 1,913.38 | " " 30th " | 317,170 | 3,39,635 | 44,37,208 | 7,34,998 | 20,338 | 10,84,669 | 567 | 288,559 | 3 12 2 |
| 1,913.40 | " " 6th Sept. ... | 318,807 | 3,17,202 | 49,80,675 | 7,94,412 | 28,365 | 11,39,979 | 596 | 299,274 | 3 12 11 |
| 1,913.40 | " " 13th " | 336,039 | 3,19,883 | 49,73,705 | 7,72,718 | 22,948 | 11,15,549 | 585 | 292,007 | 3 13 1 |
| 1,913.38 | " " 20th " | 387,829 | 3,86,571 | 47,57,124 | 7,39,944 | 19,841 | 11,36,356 | 594 | 284,073 | 4 0 0 |
| 1,913.38 | " " 27th " | 380,573 | 3,88,232 | 51,49,946 | 8,07,550 | 17,898 | 12,13,680 | 634 | 285,088 | 4 4 1 |
| 1,913.38 | " " 4th Oct. ... | 398,275 | 4,29,979 | 57,03,800 | 8,46,501 | 18,744 | 12,95,223 | 677 | 292,555 | 4 6 10 |
| | Totals up to date | 5,086,322 | 48,94,931 | 6,64,47,033 | 1,05,24,461 | 2,90,773 | 1,57,10,165 | 699 | 3,925,231 | 4 0 0 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
|----------|---------------------|--------------------|-----------|-------------|-------------|----------|-------------|-------|-----------|-----------------|
| 1,902.46 | 13 days of July ... | 707,203 | 7,62,573 | 1,04,38,391 | 18,92,791 | 34,036 | 26,89,400 | 1,404 | 586,902 | 4 9 4 |
| 1,902.79 | Week ended 20th " | 385,819 | 3,75,644 | 54,41,787 | 9,83,248 | 19,462 | 13,77,344 | 749 | 325,917 | 4 3 7 |
| 1,903.04 | " " 27th " | 436,037 | 4,34,998 | 50,18,440 | 9,75,870 | 20,231 | 14,31,099 | 779 | 325,316 | 4 6 5 |
| 1,903.04 | " " 3rd Aug. ... | 427,884 | 4,86,768 | 52,95,540 | 9,67,492 | 19,952 | 14,74,210 | 802 | 335,217 | 4 6 4 |
| 1,903.04 | " " 10th " | 418,883 | 4,53,909 | 53,22,399 | 8,91,256 | 20,579 | 13,65,744 | 743 | 319,146 | 4 4 6 |
| 1,903.04 | " " 17th " | 398,098 | 4,41,653 | 51,37,112 | 8,18,702 | 21,789 | 12,82,144 | 698 | 301,408 | 4 4 1 |
| 1,903.04 | " " 24th " | 358,115 | 3,35,888 | 44,51,895 | 8,01,862 | 21,047 | 11,58,797 | 630 | 290,670 | 4 0 0 |
| 1,903.04 | " " 31st " | 381,650 | 3,45,475 | 50,98,446 | 8,60,264 | 20,035 | 12,25,774 | 607 | 295,548 | 4 2 4 |
| 1,903.04 | " " 7th Sept. ... | 365,452 | 3,74,373 | 51,54,918 | 8,18,680 | 18,184 | 12,06,239 | 656 | 287,726 | 4 3 1 |
| 1,903.04 | " " 14th " | 373,976 | 3,93,121 | 48,88,620 | 8,16,504 | 23,741 | 12,33,366 | 671 | 285,479 | 4 5 2 |
| 1,903.04 | " " 21st " | 358,471 | 3,72,009 | 48,86,837 | 8,58,527 | 24,354 | 12,84,890 | 699 | 296,548 | 4 5 4 |
| 1,903.04 | " " 28th " | 449,011 | 4,69,744 | 48,90,666 | 9,14,050 | 19,034 | 13,99,828 | 762 | 299,093 | 4 10 11 |
| 1,903.04 | " " 5th Oct. ... | 407,960 | 4,69,315 | 56,95,173 | 9,70,466 | 22,651 | 14,02,432 | 763 | 301,843 | 4 10 4 |
| | Totals up to date | 5,469,259 | 56,52,470 | 7,16,16,094 | 1,25,93,712 | 2,85,085 | 1,85,31,267 | 728 | 4,249,783 | 4 5 9 |

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 4th October 1902 on 22.23 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|-------------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 21,720 | 5,449 13 0 | 17,759 10 | 708 13 0 | 8 0 0 | 6,166 10 0 | 1,008 | 90 | 1,098 |
| Or per mile of railway ... | ..... | 245 2 6 | ..... | 31 14 2 | 0 5 9 | 277 6 5 | ..... | ..... | ..... |
| For previous 12½ weeks of half-year. | 257,821* | 59,817 11 0* | 2,05,445 10† | 6,714 12 0† | 100 0 0‡ | 66,632 7 0 | 14,018§ | 1,162§ | 15,180 |
| Total for 13½ weeks ... | 279,541 | 65,267 8 0 | 2,23,214 20 | 7,423 9 0 | 108 0 0 | 72,799 1 0 | 15,116 | 1,252 | 16,368 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 19,831 | 4,451 15 3 | 19,186 30 | 781 15 0 | 6 14 9 | 5,240 13 0 | 1,102 | 86 | 1,188 |
| Per mile of railway corresponding week of previous year. | ..... | 200 4 3 | ..... | 35 2 10 | 0 5 0 | 235 12 1 | ..... | ..... | ..... |
| Total for corresponding 13½ weeks of previous year. | 286,901 | 64,362 4 2 | 1,33,683 10 | 5,242 12 0 | 107 7 6 | 69,612 7 8 | 15,561 | 983 | 16,544 |

* Deducted No. of Passengers 1,776 and Rs. 863)
† Ditto Mds. 13,921 and .. 209) On account of difference between the Approximate and Audited figures for the week ended 30 August 1902.
‡ Added
§ Audited figures up to 30th August 1902. "

1902. Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-----------------------|---------------------|-----------------------|--------|-------------------------------------|-------|--------------------|--------|-------------------------|----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. Rate. |
| * 22-23 | 12 days of July ... | 40,661 | 10,019 | 72,607 | 1,575 | 10 | 11,604 | 522 | 2,068 |
| * 22-23 | Week ended 19th .. | 31,057 | 6,929 | 10,687 | 403 | 10 | 7,342 | 330 | 1,332 |
| * 22-23 | " " 26th .. | 22,847 | 5,357 | 19,055 | 504 | 6 | 5,867 | 264 | 1,188 |
| * 22-23 | " " 2nd August .. | 16,806 | 3,760 | 8,881 | 334 | 11 | 4,105 | 185 | 1,188 |
| * 22-23 | " " 9th .. | 19,403 | 4,747 | 7,668 | 859 | 5 | 5,611 | 252 | 1,188 |
| * 22-23 | " " 16th .. | 20,417 | 4,888 | 5,734 | 240 | 13 | 5,141 | 231 | 1,188 |
| * 22-23 | " " 23rd .. | 18,309 | 4,081 | 8,803 | 372 | 7 | 4,460 | 201 | 1,188 |
| * 22-23 | " " 30th .. | 15,615 | 3,454 | 6,819 | 372 | 9 | 3,835 | 173 | 1,188 |
| * 22-23 | " " 6th Sept. .. | 16,765 | 3,915 | 22,071 | 568 | 5 | 4,453 | 202 | 1,188 |
| * 22-23 | " " 13th .. | 19,184 | 4,213 | 12,574 | 439 | 8 | 4,660 | 210 | 1,188 |
| * 22-23 | " " 20th .. | 17,685 | 4,067 | 13,778 | 478 | 8 | 4,553 | 205 | 1,188 |
| * 22-23 | " " 27th .. | 19,392 | 4,388 | 15,178 | 571 | 8 | 4,967 | 223 | 1,188 |
| * 22-23 | " " 4th Oct. ... | 21,720 | 5,450 | 17,759 | 709 | 8 | 6,166 | 277 | 1,188 |
| Totals up to date ... | | 279,541 | 65,268 | 2,23,214 | 7,424 | 108 | 72,799 | 239 | 16,368 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

| | | | | | | | | | | |
|---------|-----------------------|--------------------|--------|----------|-------|-----|--------|-----|--------|---------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| * 22-23 | 13 days of July ... | 41,388 | 9,910 | 20,302 | 786 | 13 | 10,714 | 482 | 2,244 | 4 12 5 |
| * 22-23 | Week ended 20th .. | 19,522 | 4,533 | 5,910 | 267 | 8 | 4,806 | 216 | 1,188 | 4 9 9 |
| * 22-23 | " " 27th .. | 30,463 | 6,411 | 7,351 | 310 | 6 | 727 | 303 | 1,232 | 5 7 4 |
| * 22-23 | " " 3rd August .. | 24,864 | 5,489 | 5,586 | 234 | 5 | 5,728 | 258 | 1,188 | 4 13 2 |
| * 22-23 | " " 10th .. | 1,080 | 4,807 | 6,937 | 312 | 10 | 5,129 | 231 | 1,188 | 4 6 1 |
| * 22-23 | " " 17th .. | 19,154 | 4,434 | 7,897 | 276 | 8 | 4,718 | 212 | 1,188 | 3 16 2 |
| * 22-23 | " " 24th .. | 18,080 | 3,901 | 8,841 | 291 | 6 | 4,198 | 189 | 1,188 | 3 8 6 |
| * 22-23 | " " 31st .. | 19,503 | 4,339 | 8,683 | 364 | 9 | 4,712 | 212 | 1,188 | 3 15 4 |
| * 22-23 | " " 7th Sept. ... | 14,501 | 3,195 | 7,316 | 278 | 7 | 3,483 | 157 | 1,188 | 3 14 11 |
| * 22-23 | " " 14th .. | 20,350 | 4,263 | 13,302 | 471 | 11 | 4,745 | 213 | 1,188 | 3 15 1 |
| * 22-23 | " " 21st .. | 18,575 | 4,086 | 9,259 | 335 | 3 | 4,424 | 199 | 1,188 | 3 11 5 |
| * 22-23 | " " 28th .. | 19,641 | 4,440 | 13,802 | 537 | 9 | 4,986 | 224 | 1,188 | 4 5 2 |
| * 22-23 | " " 5th Oct. ... | 19,831 | 4,451 | 19,187 | 782 | 7 | 5,240 | 226 | 1,188 | 5 6 7 |
| | Totals up to date ... | 286,901 | 64,262 | 1,33,683 | 5,243 | 107 | 69,612 | 226 | 16,544 | 4 5 4 |

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 4th October 1902 on 162.24 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|---------------|-----------------------------|-----------------|--------------------------|--------------|----------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| ... Total traffic for the week | 17,456 | 18,053 1 0 | 1,10,651 20 | 11,601 8 0 | 51 0 0 | 29,705 9 0 | 10,405 | 3,801 | 14,206 |
| ... per mile of railway | 111 4 5 | | | 71 8 2 | 0 5 0 | 183 1 7 | | | |
| ... previous 137 weeks of half-year | 267,563* | 2,23,352 9 0* | 18,55,621 36† | 1,31,307 3 0† | 586 0 0‡ | 3,55,245 12 0 | 100,387§ | 56,438§ | 165,825 |
| Total for 137 weeks | 285,019 | 2,41,405 10 0 | 19,63,273 10 | 1,42,908 11 0 | 637 0 0 | 3,84,951 5 0 | 119,792 | 60,239 | 180,031 |
| COMPARISON. | | | | | | | | | |
| ... for corresponding week of previous year. | 20,404 | 20,031 11 10 | 1,55,206 30 | 16,074 6 0 | 48 5 0 | 30,754 6 10 | 7,815‡ | 3,477 | 11,292‡ |
| ... per mile of railway corresponding week of previous year. | 123 7 6 | | | 102 12 5 | 0 4 9 | 226 8 8 | | | |
| ... Total for corresponding 137 weeks of previous year. | 285,523 | 2,52,637 14 9 | 17,04,099 0 | 1,70,250 10 2 | 678 10 3 | 4,23,567 3 2 | 111,089‡ | 51,712 | 162,801‡ |

* Added No. of passengers 2,712 and Rs. 4,871 } On account of difference between the approximate and audited figures for the week ended
† Do. Mds. 4,173 and deducted „ 441 } 30th August 1902.
‡ Do.
§ Audited figures up to 30th August 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-------------------|--------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|-----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| 1902-24 | 12 days of July | 40,898 | 32,091 | 1,48,494 | 19,647 | 93 | 51,831 | 319 | 22,783 | 2 4 5 |
| 1902-24 | Week ended 19th „ | 22,411 | 17,962 | 5,62,416 | 15,263 | 42 | 33,272 | 205 | 13,707 | 2 6 10 |
| 1902-24 | „ 26th „ | 26,297 | 22,107 | 1,02,087 | 8,894 | 32 | 31,633 | 191 | 13,778 | 2 4 0 |
| 1902-24 | „ 2nd Aug. | 20,154 | 15,926 | 1,00,992 | 7,715 | 40 | 23,681 | 146 | 13,472 | 1 12 1 |
| 1902-24 | „ 9th „ | 21,716 | 17,112 | 92,516 | 7,445 | 58 | 24,615 | 152 | 12,810 | 1 14 9 |
| 1902-24 | „ 16th „ | 21,536 | 16,898 | 94,439 | 9,650 | 48 | 26,606 | 164 | 12,376 | 2 3 4 |
| 1902-24 | „ 23rd „ | 19,721 | 14,376 | 2,79,113 | 13,016 | 59 | 27,451 | 169 | 13,233 | 2 1 2 |
| 1902-24 | „ 30th „ | 20,452 | 20,818 | 97,439 | 10,494 | 47 | 31,359 | 193 | 12,792 | 2 7 4 |
| 1902-24 | „ 6th Sept. | 18,646 | 16,056 | 89,408 | 8,809 | 30 | 25,555 | 158 | 13,558 | 1 14 2 |
| 1902-24 | „ 13th „ | 21,535 | 17,066 | 96,074 | 7,436 | 42 | 25,544 | 151 | 12,571 | 1 15 3 |
| 1902-24 | „ 20th „ | 18,476 | 17,423 | 80,116 | 9,661 | 44 | 27,028 | 167 | 12,488 | 2 2 8 |
| 1902-24 | „ 27th „ | 15,721 | 14,948 | 1,00,468 | 13,313 | 51 | 25,311 | 175 | 12,287 | 2 4 10 |
| 1902-24 | „ 4th Oct. | 17,456 | 18,053 | 1,10,652 | 11,602 | 51 | 29,705 | 183 | 14,206 | 3 1 5 |
| | Totals up to date | 285,019 | 2,41,406 | 19,63,274 | 1,42,909 | 637 | 3,84,951 | 173 | 180,031 | 2 2 3 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | | | | | | | | | |
|---------|-------------------|--------------------|----------|-----------|----------|-----|----------|-----|---------|-----------------|
| 1902-24 | 15 days of July | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| 1902-24 | Week ended 20th „ | 41,383 | 31,192 | 3,15,869 | 30,744 | 82 | 62,018 | 383 | 21,945 | 2 13 3 |
| 1902-24 | „ 27th „ | 23,979 | 17,801 | 85,151 | 10,705 | 49 | 28,555 | 176 | 11,711 | 2 7 0 |
| 1902-24 | „ 3rd Aug. | 22,024 | 18,927 | 65,877 | 10,692 | 43 | 29,062 | 179 | 11,234 | 2 9 5 |
| 1902-24 | „ 10th „ | 21,632 | 22,416 | 94,509 | 11,812 | 60 | 34,288 | 211 | 11,363 | 3 0 2 |
| 1902-24 | „ 17th „ | 21,587 | 19,225 | 1,98,344 | 11,540 | 34 | 30,799 | 190 | 11,890 | 2 9 7 |
| 1902-24 | „ 24th „ | 19,437 | 18,073 | 1,02,422 | 6,466 | 48 | 24,587 | 152 | 12,104 | 2 0 6 |
| 1902-24 | „ 31st „ | 20,400 | 15,231 | 61,330 | 10,682 | 33 | 25,946 | 160 | 11,002 | 2 5 9 |
| 1902-24 | „ 7th Sept. | 19,676 | 16,611 | 72,947 | 8,726 | 56 | 25,393 | 157 | 13,530 | 1 14 0 |
| 1902-24 | „ 14th „ | 18,548 | 15,492 | 1,66,223 | 9,319 | 61 | 24,872 | 153 | 11,555 | 2 2 5 |
| 1902-24 | „ 21st „ | 17,883 | 16,763 | 73,573 | 10,929 | 59 | 27,741 | 171 | 11,534 | 2 4 6 |
| 1902-24 | „ 28th „ | 19,760 | 21,113 | 1,97,932 | 16,548 | 64 | 37,725 | 233 | 12,800 | 3 0 3 |
| 1902-24 | „ 5th Oct. | 18,510 | 19,772 | 1,01,202 | 16,013 | 42 | 35,827 | 221 | 11,371 | 3 4 1 |
| | Totals up to date | 285,523 | 2,52,638 | 17,04,099 | 1,70,250 | 679 | 4,23,567 | 188 | 162,802 | 2 9 8 |

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 4th October 1902 on 78.76 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN | | |
|---|--------------------|----------------------|----------------------------------|----------------------|-----------------------------|-----------------------|-------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 22,849 | Rs. A. P. 13,054 0 0 | Mds. S. 45,342 0 | Rs. A. P. 2,993 10 0 | Rs. A. P. 11 0 0 | Rs. A. P. 16,058 10 0 | 2,082 | 1,993 | 4,075 |
| Or per mile of railway | 291 | 165 11 11 | 578 | 38 0 2 | 0 2 2 | 203 14 3 | 26 | 25 | 51 |
| For previous 12½ weeks of half-year | 150,740* | 79,375 4 0* | 4,85,321 20† | 29,958 11 0† | 165 0 0‡ | 1,09,498 15 0 | 23,939§ | 13,453§ | 37,392§ |
| Total for 13½ weeks | 173,588 | 92,429 4 0 | 5,30,663 20 | 32,952 5 0 | 176 0 0 | 1,25,557 9 0 | 26,921 | 15,474 | 42,395 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 20,730‡ | 12,810 15 1 | 24,385 30 | 1,905 5 0 | 21 3 0 | 14,737 7 1 | 2,164 | 1,360‡ | 3,524‡ |
| Per mile of railway corresponding week of previous year | 263 | 162 10 6 | 309 | 24 3 1 | 0 4 4 | 187 1 11 | 27 | 17 | 44 |
| Total for corresponding 13½ weeks of previous year | 232,651‡ | 1,13,400 4 2 | 5,10,380 10 | 35,583 4 0 | 228 8 3 | 1,40,221 0 5 | 29,135‡ | 17,386‡ | 46,521‡ |

* Added No. of passengers 126 and deducted Rs. 807

† Do. Mds. 4,030 and

‡ Do. " 212

§ Audited figures up to 30th August 1902.

On account of difference between the Approximate and Audited figures for the week ended 30th August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-------------------|--------------------|--------|----------------------------------|--------|-----------------|----------|----------------------|----------------|--------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| *78-76 | 12 days of July | 23,554 | 12,210 | 78,807 | 4,578 | 40 | 16,828 | 214 | 4,961 | 3 6 4 |
| *78-76 | Week ended 19th " | 12,311 | 6,581 | 33,422 | 2,135 | 8 | 8,724 | 111 | 2,673 | 3 4 1 |
| *78-76 | " " 26th " | 11,735 | 5,894 | 41,404 | 2,348 | 9 | 8,351 | 105 | 2,835 | 2 10 1 |
| *78-76 | " " 2nd Aug. | 12,264 | 6,000 | 53,575 | 3,510 | 11 | 9,221 | 117 | 2,835 | 3 4 6 |
| *78-76 | " " 9th " | 10,679 | 5,312 | 28,578 | 2,009 | 18 | 7,339 | 93 | 2,914 | 2 9 4 |
| *78-76 | " " 16th " | 9,858 | 4,830 | 53,627 | 2,332 | 11 | 7,223 | 92 | 2,529 | 2 15 0 |
| *78-76 | " " 23rd " | 9,454 | 4,706 | 31,775 | 2,344 | 6 | 7,056 | 90 | 2,605 | 2 11 4 |
| *78-76 | " " 30th " | 9,681 | 4,648 | 36,395 | 2,535 | 15 | 7,198 | 91 | 3,386 | 2 2 4 |
| *78-76 | " " 6th Sept. | 8,817 | 4,721 | 28,076 | 1,859 | 12 | 6,723 | 85 | 3,255 | 2 1 1 |
| *78-76 | " " 13th " | 9,966 | 5,357 | 30,188 | 2,054 | 14 | 7,228 | 92 | 2,599 | 2 11 0 |
| *78-76 | " " 20th " | 14,110 | 7,739 | 36,275 | 2,515 | 11 | 9,805 | 125 | 3,327 | 2 15 2 |
| *78-76 | " " 27th " | 18,900 | 11,357 | 41,110 | 2,994 | 11 | 13,903 | 177 | 3,425 | 4 4 11 |
| *78-76 | " " 4th Oct. | 22,849 | 13,054 | 45,342 | 2,993 | 11 | 16,058 | 204 | 4,075 | 3 15 1 |
| | Totals up to date | 173,588 | 92,429 | 5,30,664 | 32,953 | 176 | 1,25,558 | 116 | 41,405 | 2 4 9 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
|--------|-------------------|--------------------|----------|----------|--------|-----|----------|-----|--------|--------|
| *78-76 | 12 days of July | 20,350 | 10,058 | 57,747 | 6,177 | 24 | 16,259 | 205 | 6,145 | 2 10 4 |
| *78-76 | Week ended 30th " | 12,298 | 5,865 | 50,236 | 3,121 | 8 | 8,994 | 114 | 3,307 | 2 11 6 |
| *78-76 | " " 27th " | 19,907 | 8,083 | 49,002 | 2,883 | 18 | 10,984 | 139 | 3,308 | 3 5 2 |
| *78-76 | " " 3rd Aug. | 32,988 | 13,656 | 51,086 | 3,215 | 14 | 16,885 | 214 | 3,386 | 4 15 9 |
| *78-76 | " " 10th " | 31,942 | 13,849 | 49,144 | 3,542 | 34 | 17,425 | 221 | 3,307 | 5 4 3 |
| *78-76 | " " 17th " | 33,221 | 11,728 | 38,833 | 2,740 | 21 | 14,489 | 184 | 3,308 | 4 6 1 |
| *78-76 | " " 24th " | 11,540 | 6,212 | 35,066 | 2,906 | 20 | 9,138 | 116 | 3,307 | 2 12 2 |
| *78-76 | " " 31st " | 10,525 | 5,616 | 28,040 | 1,812 | 15 | 7,443 | 95 | 3,308 | 2 4 6 |
| *78-76 | " " 7th Sept. | 10,142 | 5,643 | 23,620 | 1,703 | 11 | 7,356 | 93 | 3,465 | 2 2 0 |
| *78-76 | " " 14th " | 10,423 | 5,566 | 17,879 | 1,394 | 11 | 6,971 | 89 | 3,308 | 2 0 11 |
| *78-76 | " " 21st " | 11,084 | 5,126 | 27,073 | 2,059 | 17 | 7,202 | 91 | 3,308 | 2 2 10 |
| *78-76 | " " 28th " | 17,405 | 9,196 | 28,268 | 2,127 | 15 | 11,338 | 144 | 3,465 | 3 4 4 |
| *78-76 | " " 5th Oct. | 20,731 | 12,811 | 24,385 | 1,905 | 21 | 14,737 | 187 | 3,524 | 4 2 11 |
| | Totals up to date | 232,652 | 1,13,400 | 5,10,380 | 35,583 | 229 | 1,40,221 | 137 | 46,522 | 3 3 4 |

* Audited figures.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 139 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 38,327 | 16,633 0 0 | 1,09,317 0 | 21,178 0 0 | 161 0 0 | 37,973 0 0 | 3,354 | 6,520 | 9,874 |
| Or per mile of railway ... | 295 | 123 0 0† | 1,218 0 | 152 0 0 | 1 0 0 | 281 0 0 | ... | ... | ... |
| For previous 14 weeks of half-year ... | 488,810 | 1,96,387 0 0 | 15,39,180 0 | 1,78,807 0 0 | 3,529 0 0 | 3,72,723 0 0 | 46,727 | 55,694 | 1,03,421 |
| Total for 15 weeks ... | 527,137 | 2,07,020 0 0 | 17,08,497 0 | 1,99,985 0 0 | 3690, 0 0 | 4,10,695 0 0 | 50,081 | 63,214 | 1,13,295 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 36,387 | 15,943 0 0 | 1,61,025 0 | 18,789 0 0 | 210 0 0 | 34,942 0 0 | 3,283 | 5,046 | 8,329 |
| Or per mile of railway corresponding week of previous year ... | 280 | 123 0 0 | 1,158 0 | 135 0 0 | 2 0 0 | 260 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 529,860 | 1,98,634 0 0 | 18,73,429 0 | 2,21,947 0 0 | 36,237 0 0 | 4,56,218 0 0 | 46,675 | 74,693 | 1,21,373 |

* Audited up to week ending 9th August 1902.
† Coaching traffic calculated on 139 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 11th October 1902 on 558 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|--------------|----------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 29,423 | 19,934 0 0 | 3,23,732 0 | 28,960 0 0 | 940 0 0 | 40,734 0 0 | 6,498 | 12,215 | 18,713 |
| Or per mile of railway ... | 52.74 | 35.72 | 549.63 | 49.17 | 1.43 | 80.32 | 11.65 | 20.74 | 32.39 |
| For previous 14 weeks of half-year ... | 356,078 | 2,31,395 0 0 | 27,80,724 0 | 2,36,490 0 0 | 20,207 0 0 | 4,88,082 0 0 | 58,150 | 124,458 | 212,608 |
| Total for 15 weeks ... | 415,507 | 2,51,329 0 0 | 31,13,456 0 | 2,65,440 0 0 | 21,047 0 0 | 5,37,816 0 0 | 94,648 | 136,673 | 231,321 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 32,526 | 20,029 0 0 | 1,59,466 0 | 20,825 0 0 | 722 0 0 | 41,576 0 0 | 5,834 | 7,224 | 13,058 |
| Or per mile of railway corresponding week of previous year ... | 58.29 | 35.89 | 275.89 | 36.03 | 1.25 | 73.17 | 10.46 | 12.50 | 22.96 |
| Total to corresponding date of previous year ... | 3,98,944 | 2,35,295 0 0 | 19,13,152 0 | 2,73,493 0 0 | 18,500 0 0 | 5,27,197 0 0 | 92,432 | 94,885 | 187,317 |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR WEEK ENDING 11TH OCTOBER 1902. | | | RECEIPTS FOR WEEK ENDING 12TH OCTOBER 1901. | | | TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 11TH OCTOBER 1902. | | | TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 12TH OCTOBER 1901. | | | Total increase in 1902. | Total decrease in 1902. |
|---|------------|------------------|---|------------|------------------|--|-----------------|------------------|--|-----------------|------------------|-------------------------|-------------------------|
| Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | | |
| 589 | Rs. 49,734 | Rs. 86.32 | 578 | Rs. 41,576 | Rs. 73.17 | 589 | Rs. 9,92,790 | ... | 578 | Rs. 10,47,394 | ... | ..... | Rs. 55,204 |

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 11th October 1902 on 1,261 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|------------|----------------------------------|----------------|---|-----------------|--------------------------|--------------|-----------|
| | Number of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 1,261 miles open | 157,820 | Rs. 61,640 | Mds. 4,08,080 | Rs. (b) 51,130 | Rs. 9,090 | (a) 1,21,860 | 41,297 | (c) 28,021 | 69,318 |
| Or per mile of railway | 125.15 | 48.88 | 371.20 | 40.55 | 7.21 | 96.84 | ..... | ..... | ..... |
| For previous 13½ weeks of half-year (d) | 2,494,893 | 9,67,906 | 70,21,053 | 7,09,782 | 2,01,244 | 19,38,932 | 566,833 | 417,085 | 983,918 |
| Total for 14½ weeks | 2,652,713 | 1,29,546 | 74,89,133 | 8,20,912 | 2,10,334 | 20,60,792 | 608,130 | 445,106 | 1,053,236 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 1,251 miles open | 174,378 | 66,651 | 4,16,214 | 55,472 | 14,066 | 1,36,189 | 32,266 | (e) 27,499 | 59,765 |
| Per mile of railway corresponding week of previous year | 139.89 | 53.28 | 332.71 | 44.34 | 11.24 | 108.86 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 2,625,408 | 9,96,439 | 79,68,953 | 8,62,398 | 2,25,832 | 20,85,369 | 507,995 | 412,931 | 920,926 |

- (a) The decrease is due to closing of certain stations on the Khanwa Ghat and Bairagnia Branches for traffic owing to floods.
(b) Under goods mds. 80,000 and Rs. 2,500 on account of ballast trains included, they were dealt with monthly in the corresponding week of the previous year.
(c) Includes 6,2½ miles of ballast trains run on open line.
(d) " audited figures up to week ending 26th July 1902.
(e) " 6,110 miles of ballast trains run on open line.

SEGOWLIE-BAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 11th October 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 18 miles open | No. 2,371 | Rs. 297 | Mds. 12,414 | Rs. 183 | Rs. 12 | 492 | 389 | 115 | 504 |
| Or per mile of railway | 131.72 | 16.50 | 689.67 | 10.17 | 0.66 | 27.33 | ..... | ..... | ..... |
| For previous 13½ weeks of half-year (a) | 21,353 | 2,445 | 1,16,985 | 3,130 | 105 | 5,680 | 4,249 | 1,301 | 5,550 |
| Total for 14½ weeks | 23,724 | 2,742 | 1,29,399 | 3,313 | 117 | 6,172 | 4,638 | 1,416 | 6,054 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 2,473 | 374 | 17,638 | 183 | 8 | 565 | 392 | 113 | 504 |
| Per mile of railway corresponding week of previous year | 137.39 | 20.78 | 979.89 | 10.20 | 0.43 | 31.41 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 35,727 | 5,242 | 1,32,967 | 3,498 | 155 | 8,895 | 6,207 | 1,517 | 7,724 |

(a) Includes audited figures up to week ending 26th July 1902.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 589 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|--------------------------|--------------|-----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 206,300 | Rs. A. P. 1,02,860 0 0 | Mds. 11,73,190 0 | Rs. A. P. 2,78,770 0 0 | Rs. A. P. 13,020 0 0 | Rs. A. P. 3,94,650 0 0 | 38,334 | 51,060 | 89,394 |
| Or per mile of railway | 232 | 116 0 0 | 1,980 0 | 313 0 0 | 1 0 0* | 430 0 0* | ..... | ..... | ..... |
| For previous 15 weeks of half-year† | 3,232,661 | 15,09,584 0 0 | 1,64,92,431 0 | 33,60,261 0 0 | 2,65,056 0 0 | 51,34,931 0 0 | 558,622 | 618,220 | 1,176,842 |
| Total for 16 weeks | 3,438,961 | 16,12,444 0 0 | 1,76,65,621 0 | 36,39,031 0 0 | 2,78,106 0 0 | 55,29,681 0 0 | 596,956 | 669,280 | 1,266,236 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 235,686 | 1,27,201 0 0 | 12,11,483 0 | 2,80,611 0 0 | 14,860 0 0 | 4,22,672 0 0 | 36,928 | 54,535 | 91,463 |
| Per mile of railway corresponding week of previous year | 276 | 149 0 0 | 1,418 0 | 329 0 0 | 2 0 0 | 480 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 3,479,723 | 15,45,947 0 0 | 1,77,60,481 0 | 34,79,086 0 0 | 3,36,394 0 0 | 53,61,427 0 0 | 587,141 | 709,283 | 1,296,424 |

* Excluding ferry earnings, Rs. 12,082.
† Audited up to week ending 2nd August 1902.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 59·37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 5,110 | 1,640 0 0 | 21,910 0 | 2,280 0 0 | 70 0 0 | 3,990 0 0 | 920 | 1,360 | 2,280 |
| Or per mile of railway ... | 86 | 28 0 0 | 369 0 | 38 0 0 | 1 0 0 | 67 0 0 | ... | ... | ... |
| For previous 15 weeks of half-year* ... | 101,083 | 29,674 0 0 | 4,79,721 0 | 50,461 0 0 | 499 0 0 | 80,634 0 0 | 15,069 | 18,516 | 33,585 |
| Total for 16 weeks ... | 106,193 | 31,314 0 0 | 5,01,631 0 | 52,741 0 0 | 569 0 0 | 84,634 0 0 | 15,989 | 19,876 | 35,865 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 7,171 | 2,026 0 0 | 23,158 0 | 2,313 0 0 | 37 0 0 | 4,376 0 0 | 1,065 | 675 | 1,689 |
| Per mile of railway corresponding week of previous year ... | 122 | 34 0 0 | 392 0 | 39 0 0 | 1 0 0 | 74 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 104,373 | 28,412 0 0 | 4,35,658 0 | 43,492 0 0 | 408 0 0 | 72,312 0 0 | 13,747 | 18,389 | 32,127 |

* Audited up to week ending 2nd August 1902.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 53·37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------------|-----------------------|----------------------------------|------------|---|--------------------|--------------------------|-------------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchan- dise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 8,350 | 2,010 0 0 | 47,450 0 | 2,230 0 0 | 30 0 0 | 4,270 0 0 | 1,065 | 673 | 1,738 |
| Or per mile of railway ... | 156 | 38 0 0 | 889 0 | 42 0 0 | ..... | 80 0 0 | ... | ... | ... |
| For previous 15 weeks of half- year* | 126,081 | 33,199 0 0 | 4,03,057 0 | 18,828 0 0 | 443 0 0 | 52,470 0 0 | 17,382 | 10,914 | 28,296 |
| Total for 16 weeks ... | 134,431 | 35,209 0 0 | 4,50,507 0 | 21,058 0 0 | 473 0 0 | 56,740 0 0 | 18,447 | 11,587 | 30,034 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 10,656 | 2,876 0 0 | 38,242 0 | 1,541 0 0 | 31 0 0 | 4,448 0 0 | 958 | 576 | 1,534 |
| Per mile of railway correspond- ing week of previous year ... | 200 | 54 0 0 | 716 0 | 29 0 0 | ..... | 83 0 0 | ... | ... | ... |
| Total to corresponding date of previous year | 133,213 | 33,844 0 0 | 3,28,510 0 | 13,460 0 0 | 515 0 0 | 47,819 0 0 | 16,635 | 10,343 | 26,978 |

* Audited up to week ending 2nd August 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 86 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | | | | | | | | |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 18,050 | 5,830 0 0 | 43,100 0 | 3,530 0 0 | 70 0 0 | 9,430 0 0 | 2,798 | 1,510 | 4,308 |
| Or per mile of railway ... | 210 | 68 0 0 | 501 0 | 41 0 0 | 1 0 0 | 110 0 0 | ... | ... | ... |
| For previous 15 weeks of half-year* | 399,527 | 1,15,247 0 0 | 4,48,543 0 | 38,203 0 0 | 2,607 0 0 | 1,56,057 0 0 | 41,751 | 22,873 | 64,624 |
| Total for 16 weeks | 417,577 | 1,21,077 0 0 | 4,91,643 0 | 41,733 0 0 | 2,677 0 0 | 1,65,487 0 0 | 44,549 | 24,383 | 68,932 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 27,555 | 10,423 0 0 | 75,631 0 | 7,629 0 0 | 80 0 0 | 16,132 0 0 | 2,750 | 3,683 | 6,432 |
| Or per mile of railway corresponding week of previous year ... | 320 | 121 0 0 | 879 0 | 89 0 0 | 1 0 0 | 211 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 419,546 | 1,25,385 0 0 | 7,77,140 0 | 72,221 0 0 | 7,445 0 0 | 2,05,051 0 0 | 45,763 | 38,236 | 83,999 |

* Audited up to week ending 2nd August 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 33·6 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 2,310 | 930 0 0 | 14,540 0 | 1,190 0 0 | 20 0 0 | 2,140 0 0 | 290 | 2,120* | 2,410 |
| Or per mile of railway ... | 69 | 28 0 0 | 433 0 | 35 0 0 | 1 0 0 | 64 0 0 | ..... | ..... | ..... |
| For previous 15 weeks of half-year† | 35,595 | 11,889 0 0 | 3,22,045 0 | 16,308 0 0 | 361 0 0 | 28,558 0 0 | 4,078 | 25,845 | 29,923 |
| Total for 16 weeks | 37,905 | 12,819 0 0 | 3,36,585 0 | 17,498 0 0 | 381 0 0 | 30,698 0 0 | 4,368 | 27,071 | 32,439 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 2,616 | 892 0 0 | 8,365 0 | 919 0 0 | 172 0 0 | 1,983 0 0 | 324 | 306 | 630 |
| Per mile of railway corresponding week of previous year | 77 | 27 0 0 | 248 0 | 27 0 0 | ..... | 54 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 33,483 | 12,154 0 0 | 1,18,551 0 | 14,129 0 0 | 2,324 0 0 | 23,607 0 0 | 3,995 | 8,611 | 12,606 |

* Includes ballast train miles 1,909.
† Audited up to week ending 2nd August 1902.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

| | | Rs. A. P. | Rs. A. P. |
|---|----------------------|------------|--------------|
| Approximate earnings for the week ending 18th Oct. 1902 | { Coaching ... | 9,752 0 0 | 21,042 0 0 |
| | { Goods ... | 11,312 0 0 | |
| | { Other earnings ... | 78 0 0 | |
| Audited earnings for the corresponding period of 1901 | { Coaching ... | 9,410 0 0 | 16,889 0 0 |
| | { Goods ... | 7,404 0 0 | |
| | { Other earnings ... | 75 0 0 | |
| Increase | | ... | 4,163 0 0 |
| Receipts per mile for the week ending 18th Oct. 1902 | ... | ... | 412 9 5 |
| Ditto for the corresponding period of 1901 | ... | ... | 331 2 6 |
| Increase | | ... | 81 6 11 |
| Receipts from 1st July to 18th Oct. 1902 | ... | ... | 2,19,460 0 0 |
| Ditto for the corresponding period of 1901 | ... | ... | 2,26,801 0 0 |
| Decrease | | ... | 7,341 0 0 |



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, NOVEMBER 5, 1902.

OFFICIAL PAPERS.

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CONTENTS.

| | Page | | Page |
|--|------|--|------|
| RESOLUTION on the Report on the Census of Bengal taken on the 1st March 1901 | 1573 | CIRCULAR and Eastern Canal for the week ending Saturday the 1st November 1902 | 1583 |
| Weather and Crop Report for the week ending the 3rd November 1902 | 1582 | Results of the Meteorological Observations taken at the Alipore Observatory from 26th October to 1st November 1902 | 1589 |
| Vital Statistics of Towns and Districts in Bengal for the month of August 1902 | 1586 | Weekly Return of Traffic Receipts on Indian Railways | 1590 |

RESOLUTION ON THE REPORT ON THE CENSUS OF BENGAL
TAKEN ON THE 1ST MARCH 1901.

GENERAL DEPARTMENT—MISCELLANEOUS.

Calcutta, the 4th November 1902.

RESOLUTION—No. 3180 Mis.

READ—

The Report by E. A. Gait, Esq., I.C.S., Superintendent of Census Operations, Bengal, on the census of Bengal taken on the 1st March 1901.

The fourth complete census of the Lower Provinces of Bengal, which was taken on the night of the 1st March 1901, shows the population of the Provinces within the Lieutenant-Governorship of Bengal, including the Feudatory States, to have been on that date 78,493,410 persons, of whom 39,278,186 were males and 39,215,224 were females.

The Superintendent of the Census Operations in Bengal, Mr. E. A. Gait, I.C.S., has submitted his Report within twenty months from the date of the census or after an interval six months shorter than that occupied in compiling the figures and writing the Report of the Census of 1891.

2. The Report is contained in four volumes, of which the first three form Volumes VI to VIB of the Imperial Series. The first volume comprises the Report Proper, the second contains the Imperial Tables in which the district is the unit, and the third the Provincial Tables, in which the unit is the Police circle; the fourth volume, which is the Administrative Report, gives a full account of the procedure adopted in taking the census and in compiling the results, matter which on the occasion of each previous census has been included in the Report Proper. In addition to the abovenamed volumes the Census Superintendent has supplied to each district manuscript volumes of village Census Tables, with an index, giving for each "village" and "mauza" the population by sex and religion. Volumes have also been prepared showing in alphabetical order the classification adopted under the heads (a) language, (b) caste, (c) occupations; these volumes, and another which contains specimens of all forms used throughout the operations, are likely to prove most useful at the next census. Mr. Gait also reports that he has caused to be paged, indexed and bound up, the various reports on the subjects of caste, sub-caste, marriage customs, language, Hindu religion, and Muhammadanism which contain much information that has not been utilised in the Census Report, but which may hereafter prove to be useful.

3. Mr. Gait has summarised in the Introduction to his Report the important facts connected (1) with the work of the enumeration, and (2) with the compilation of the figures recorded in the schedules; and it will suffice to mention here under the first head that the arrangements made were very similar to those of 1891, but that the number of enumerators excluding Calcutta and the Feudatory States in 1901 was 384,000 against 315,000 in 1891, and of supervisors 28,000 as against 26,000. Under the head of compilation it must be mentioned that the "slip system" which has long been in use in census work in other countries was, for the first time, adopted under the orders of the Census Commissioner, Mr. Risley, in a Bengal Census in 1901; the innovation was a complete success both in expediting the work of compilation and also in reduction of cost.

A very detailed examination of the district tables was made by the Superintendent and by his head office. Mr. Gait himself classified all castes, languages and occupations, as he explains in his Administrative Report; and also made a detailed check of the figures of marriage by caste for all castes and all districts. The tabulation for all the earlier tables was checked throughout item by item, and the testing of the caste and occupation tables, though not so complete, was still very thorough; lastly, all entries which disclosed marked differences in comparison with those of 1891, or which seemed to be open to doubt, were worked out *de novo*.

The total cost of the census just taken in Bengal has been about Rs. 3,90,000 as against about Rs. 7,00,000 expended over the census of 1891. The large reduction of cost is due mainly to the introduction of the slip system, but partly also to the employment of establishment on lower pay and to improved record room arrangements.

4. The Report is well arranged, and lucidly written and it indicates remarkable knowledge of the Province and its people. The general description of the Province and the historical retrospect in Chapter I, the account of the religions of Bengal in Chapter IV, the learned disquisition on the languages and castes of the Province in Chapters X and XI especially deserve the attention of scholars and will attract very general interest. The Report is longer than usual, but it is not diffuse and its length is amply vindicated on page V of the Introduction where Mr. Gait points out the vastness of the population of Bengal which is a quarter of that of the whole of India and the greatly varying conditions of caste, language, religion and social customs which distinguish the different parts of the Province. The Report is not only a store-house of information, but it is suggestive and inspiring, and it will undoubtedly prove the starting point of much future research.

In the Imperial Tables the districts have been grouped according to Commissioners' Divisions, but in the Report Proper and in the subsidiary tables, the districts have been arranged in eight natural divisions which correspond nearly but not exactly with the divisions adopted by Mr. O'Donnell in his Census Report for 1891, save that Mr. Gait takes the Presidency Division excluding Khulna away from Western Bengal, and makes it into a division which he calls Central Bengal. This is a suitable arrangement; Mr. Gait's reasons for departing from Mr. O'Donnell's arrangement are given in paragraph 40 of his Report. The statistics for the eight natural divisions are ordinarily taken in the Report as the units for discussion, and the figures for individual districts are dealt with only in Chapter II which treats of the variations in the population, and also in special places where such separate treatment is required.

Another feature of the Report which is deserving of special notice consists of the small maps and diagrams printed with the letter-press. Those which illustrate the Chapter on castes have been prepared on the system recommended by Mr. Jacques Bertillon as explained in paragraph 622 of the Report. These diagrams illustrate the statistics very graphically, and the use of similar diagrams in future reports may be commended.

5. Turning to the results of the census, it has first to be noticed that of the natural divisions Central Bengal has the greatest density of population, viz., 775 persons to the square mile. Of districts, Howrah with 1,668 persons to the square mile is the most thickly peopled and then follow Dacca with 952 persons, and Muzaffarpur and Saran with 917 and 907 persons to the square mile, respectively: the Chota Nagpur plateau is the area of least dense population, with only 152 to the square mile. The general increase of the population during the decade has been 5·1 per cent. against 7 per cent. in the previous decade. East Bengal with an increase of 10·4 per cent. is the most progressive part of the Province and the general result of this census and of the preceding census is to show that the centre of population of the Province is moving towards the east and south.

It appears from the Report that from 1872 to 1891 there was a steady improvement in the accuracy of the enumeration, and that part of the increases brought out by the Censuses of 1881 and 1891 was therefore unreal: on the other hand that disclosed by the present census is attributable solely to the growth of the population. Mr. Gait writes:—

“The standard of accuracy in 1891 had reached a stage which left but little room for further improvement and, as compared with that census, it is probable that the general gain on this account at the present enumeration does not at the outside exceed 100,000, while in the districts where plague was prevalent, the census of 1901 was less complete than its predecessor. Taking the gain and loss together, it may be concluded that there has been no appreciable improvement in the matter of accuracy at the present census.”

A close approximation between the growth of the total population as ascertained by the census and that indicated by the vital statistics of the Province is noticed in paragraph 90 of the report; and paragraphs 235 and 396 to 398 discuss a general fall in the birth-rate.

To the mass of the people the most important events of the decade were the scarcities of the years 1891-92, 1896-97 and 1899-1900, the outbreaks of plague which began in the Province in 1898 and the development of the mining and mill industries which led to a great increase in the industrial population therein employed. To Chittagong the cyclone and storm-wave of 1897, which caused directly or indirectly 50,000 deaths, was a grievous calamity. No connection appears to exist between famine and variations in the population in Bihar (paragraphs 176, 181, 186 and 229 of the report); but it would seem that in Chota Nagpur a certain amount of the mortality is possibly attributable to famine (paragraphs 199, 203 and 206).

Seven districts have decreased in population since 1891, viz., Jessore, Patna, Gaya, Shahabad, Saran, Champaran and Purnea, the decrease ranging from 8·4 per cent. in Patna to 2·2 per cent. in Saran. There can be no doubt that the decrease in Patna is mainly due to mortality from plague, to the flight of the people from their homes on account of that disease, and to incomplete enumeration in certain places due to the disorganisation of the census

arrangements by plague. In Saran the loss of population is also accounted for by the plague epidemic which was more virulent there than in any other district of this Province, except Patna. In Jessore, Champaran and Purnea, the decrease is due to the prevalence of fever and in Purnea also to a very severe outbreak of cholera which occurred in the year 1900. In South Bihar generally, Mr. Gait finds a diminished birth-rate (paragraph 396).

That Bengal like the rest of India is a land of villages and not towns has long been known, and it appears that at the present time out of every 100 persons in the Province, 95 live in villages and 5 in towns. In the statistics for towns the most striking features are the increase in the population of Calcutta and Howrah and their suburbs, and the decrease in the towns of Bihar, which was due to plague mortality and to temporary desertion caused by plague.

6. The great and growing immigration to Bengal Proper from Bihar and the United Provinces, the emigration from Chota Nagpur to the Assam tea gardens and from the Sonthal Parganas to the Barind tract of Northern Bengal are the most noticeable features of the "migration" statistics. The immigrants from Bihar and the United Provinces come to work in the mines of the coal area, and in the mills of the Metropolitan districts, while in the districts of Bengal proper generally they are employed as field labourers, on earthwork on railways, roads and tanks in the towns (and especially in Calcutta, where 40 per cent. of the inhabitants are Hindi-speaking), they are mostly day-labourers, servants and palki-bearers. Chota Nagpur, though the most sparsely populated tract of the Province, sends out not only the greatest number of emigrants but also the largest proportion as compared with its population; next to Chota Nagpur the districts of Bankura, Hooghly, and Saran send out the greatest proportion of emigrants. More than 10 per cent. of the persons born in these districts were enumerated away from their homes. It has generally been supposed that, except in Chota Nagpur, pressure on the soil was the chief factor in determining the extent of migration, but Mr. Gait strikes a new note and makes the following interesting remarks as to the capacity of rice-growing tracts to support large populations:—

"Speaking generally, it may be said that Eastern Bengal is capable of supporting a much greater population per square mile than Bihar and that in Bihar the tracts which can support most people are those where rice is grown. This explains why Muzaffarpur and Durbhanga with their extensive rice tracts are less dependent on earnings outside the district than Saran which is reported to be very fertile and is highly cultivated and well irrigated but which has a comparatively small area under rice cultivation. Purnea, whence the emigration is least, is almost wholly devoted to the growth of rice."

The theory is ingenious, but, on the other hand, it is to be remembered that it is the rice-growing tracts of Bihar which are most liable to famine, and that Saran, which is a "three harvest" district, is the district of North Bihar most immune from famine.

7. The number of Europeans in the Province has increased from 22,773 in 1891 to 27,489 in 1901 and the number of Europeans and Eurasians. Eurasians from 15,162 to 23,114. The Superintendent considers this return to be more accurate than that of the last census when the Eurasians amounted to only 39 per cent. of the combined population of the two races compared with 46 per cent. on the present occasion. About half of the Europeans and nearly two-thirds of the Eurasians were enumerated in Calcutta. Amongst the Europeans the males aged 15 and over are more than twice the number of the females.

8. Nearly two-thirds of the population are Hindus by religion and rather less than one-third are Muhammadans. Next in number at a long interval are those who are classed as Animists, of whom two and three quarters millions have been recorded, chiefly in the Chota Nagpur plateau; the Christians, who are over a quarter of a million, stand fourth, and are followed by the Buddhists, who are under a quarter of a million in number. The aggregate of persons of all other religions is less than fifteen thousand.

The Hindus are predominant in Bihar and Orissa, on the eastern edge of the Chota Nagpur plateau, and on the western fringe of Bengal proper; the Muhammadans, who have increased in number nearly twice as rapidly as the Hindus during the past decade, are almost as numerous as the Hindus in Central Bengal, are half as many again in North Bengal, and are more than twice as many in East Bengal. Christians have increased 45 per cent. in the last ten years, and are three times as numerous as they were at the census of 1872; the converts in the Kanchi district amount to nearly half the Christians in the Province.

It is not possible in this place to do more than mention the interesting discussions in Chapter IV of the Report on the origin of the Muhammadans of Bengal, the Muhammadan sects, the Hindu sects and godlings, and the traces of Buddhism in Bengal. Mr. Gait mentions in paragraph 380 the valuable researches made by Pandit Hara Prashad Shastri with regard to the last-mentioned subject.

9. The age returns, as in former censuses, are probably the least trustworthy of all the statistics collected. This inaccuracy is due to ignorance, to a preference for certain numbers, and in a lesser degree to wilful misstatements. In view of the admitted inaccuracy of the figures, which is especially noticeable among females, Mr. Gait has used the age statistics chiefly for purposes of comparison: a more elaborate treatment of these statistics will be forthcoming, it is understood, in the Imperial Census Report. It is suggested that the birth- and death-rates were over-estimated in 1891 (paragraph 392), and reasons are given which carry conviction for the contention that there has been a decline in the general birth-rate since 1891 (paragraphs 396 to 398).

Sex and marriage.

10. With regard to the proportion of the sexes, Mr. Gait writes:—

"At the census of Bengal taken in 1872 there was an equal number of each sex, but in 1881 the females exceeded the males by 8 per 1,000. Ten years later the excess fell to 5 per mille, and now the females are fewer than the males by 2 per mille. The actual deficiency in the number of the weaker sex at the present census is 62,962, but this result is due to migration. If only persons born in Bengal are taken into consideration, the females outnumber the males by 160,375, or about 3 per mille."

As was noticed in the census of 1891, the female sex is proportionately more numerous than the male in Bihar, in Chota Nagpur, and in Western Bengal, but males are in excess in the eastern half of the Province, and especially in the districts where the Mongoloid element in the population is strongest, viz., in Jalpaiguri, Cooch Behar, Dinajpur, the Chittagong Hill Tracts, and Hill Tippera.

It is a commonplace that every one in Bengal marries. The average age of marriage for girls all over the Province was stated in 1891 to be eleven years. Doubtless because of the inaccuracy of the age statistics, Mr. Gait has not attempted to state the average age of marriage for the Province or for particular areas except Chota Nagpur, where, he says, that the usual age of marriage for a girl is between 17 and 18. But the general conclusions of the census of 1891 stand good for the later census. Hindu girls, except in Orissa, are married earlier than Muhammadan girls. The marriage of infants below ten years is most common in Bihar and specially in the Darbhanga district and parts of Muzaffarpur and Bhagalpur. The proportion of widows and of married girls under ten years of age is declining slightly.

The marriage customs of the different Hindu castes are examined in detail, and Mr. Gait arrives at the conclusion that the price paid for a bride or bridegroom depends ultimately on the laws of supply and demand (paragraph 424), and that the age at which a girl is married varies to a great extent with the sum which has to be paid for her (paragraph 438). A former theory that infant-marriage in India is based on the practice of hypergamy amongst the higher castes which leads a man to seek to marry his daughter to a suitable bridegroom at the earliest possible moment, and that the lower castes have copied the practice of the higher castes in this matter was contested by Mr. O'Donnell in his report for 1891. Mr. Gait supports Mr. O'Donnell's conclusions and finds that as a rule the lower castes marry their daughters earliest. The differences are, however, in the main local rather than personal (paragraphs 439 and 440).

It is usually thought that infant marriage and the prohibition of widow remarriage go together; but this is not the case. Where infant marriage is most common, widows freely remarry and (in some cases) fetch a higher price than virgin brides, owing to their greater skill in the caste occupation (paragraphs 441 and 424).

11. The infirmities recorded at the census as on former occasions were insanity, deafmutism, blindness and leprosy. The number of persons afflicted with these infirmities shows a progressive decline due, as is believed, in the main to more accurate enumeration and more careful exclusion of persons whose infirmities, whatever they might be, did not fall within the scope of the sanctioned definition.

The maps given in paragraphs 457, 463, 470 and 476 of the Report show in very striking manner the local prevalence of infirmities. Insanity is most prevalent in North Bengal and in Chittagong and the Chittagong Hill Tracts, and Mr. Gait finds that the prevalence is a matter of race and that the Koch is specially liable to this infirmity. Deafmutism is generally associated with cretinism and goitre: it is most common in the Himalayan and sub-Himalayan districts, and it is especially prevalent along the course of certain moribund rivers near the foot of the Himalayas. Deaf mutes are very short-lived (paragraph 466). Blindness is most common in the hot and dry districts of South Behar and Chota Nagpur. In connection with the decrease in the number of blind persons recorded, Mr. Gait notices that 15,987 successful operations for cataract were performed in the public hospitals and dispensaries in the last decade as against 2,434 during the previous ten years. The great centre of leprosy in these Provinces lies in the three western districts of the Burdwan Division, viz., Bankura, Birbhum and Burdwan and in the adjoining district of Manbhum. In the Province generally the census shows a decrease in the number of lepers, who number 48 for every 100,000 as compared with 60 in the last census; but there appears to have been a spread of the disease in Manbhum and the Sonthal Parganas. The decrease is probably due to more careful enumeration resulting in the exclusion of those who are affected merely with leucoderma.

12. At the census of 1891 the population was divided into three categories, viz., literate, learning and illiterate, but at the census of 1901 the population was broadly divided into two great classes only, the literate and the illiterate, *i.e.*, of those who are or are not able both to read and write. This change of system, though it has simplified the work, has obscured the results and made a detailed comparison difficult. Comparing the figures, however, for persons over 15 years of age, the number of literate males in the whole Province is 146 per 1,000 as against 137 in 1891, and the number of literate females 7 per 1,000 against 4 only in 1891. It will be noticed that the figures given in the 484th paragraph of the report show the absolute and not the proportional increase of literacy since 1891.

Wide as is the field for the improvement of primary education among the male population, still more remains to be done among the female population, and the progress during the last decade has been proportionately greater among females than among males, though not absolutely so great. Mr. Gait urges in his 485th paragraph that female education has made great strides during the decade; but looking to the very small number of educated females in the whole Province, this seems too confident a statement, and it can hardly be accepted for any area except Calcutta.

The continued and increasing superiority of the Hindus over the Muhammadans in literacy, the large amount of literacy among converts to Christianity, and the marked superiority of the metropolitan area over the rest of the Province are the most striking features of the chapter dealing with the statistics of education. The most backward part of the Province in education, in spite of the efforts of the Christian Missionaries, is Chota Nagpur, and next lowest is North Bihar.

The statistics of knowledge of English may with advantage be more fully examined than has been done in paragraph 486 of the Report. Table VIII

shows that in the whole Province 351,310 males and 22,972 females are "literate in English," *i.e.*, are able to read and write English. Deducting from these numbers 24,156 males and 15,089 females who returned English only as their "language ordinarily used," *i.e.*, the European and Eurasian population, it appears that there are 327,154 males and 7,883 females among the native population who can read and write English. So far as these figures can be compared with the statistics of the last census, it would appear that, as might be expected, there has been a considerable increase in the number of English-knowing persons among the native population of the Province since 1891.

Language.

13. Mr. Gait's chapter on the languages of the Province is of the highest interest.

Omitting Europeans and Eurasians but including all other immigrants, the people of the Province speak 74 languages, *viz.*, 15 grouped under the Aryan Family, 16 under the Munda Family, 9 under the Dravidian Family, and 34 under the Tibeto-Burman Family. That there has been no unnecessary sub-division of languages in this category will be understood when it is mentioned that Hindi includes Urdu and Bihari the latter of which Dr. Grierson once divided into seven dialects. Out of every 1,000 persons in the Province 528 speak Bengali, 341 Hindi (including Bihari), 79 Uriya and 1 speaks Khas (or Nepali-Hindi) leaving 51 persons per 1,000 for all the other 70 languages put together. It is in the Chota Nagpur plateau with its Munda and Dravidian dialects, in Darjeeling and Sikkim with their Tibeto-Himalayan dialects, and in the Chittagong Hill Tracts where the Kuki, Chin and Bodo dialects are spoken that the great congeries of non-Aryan languages are found. Mr. Gait has avoided a detailed examination of Aryan dialects partly in order to curtail his report, and also because Dr. Grierson is dealing with these dialects; but he has discussed the Himalayan, Sikkim and Nepal groups of languages more fully than the others, because they have not yet formed the subject of any reports in the linguistic survey.

The conclusion at which Mr. Gait arrives in his 545th paragraph as to the absence of any necessary connection between race and language is noticeable.

Castes.

14. The chapter on castes is the longest in the volume, and takes up nearly one-fourth of the Report. Much labour was given to this part of the enumeration. A caste index largely based on Mr. Risley's "Caste and Tribes" was circulated to Census Officers of higher grades, and greatly facilitated the work, but even with this help, the classification of doubtful entries gave immense trouble. The discussions on the origin of caste (paragraphs 550 to 574), and on the social precedence of castes (paragraphs 575 to 621) have been inserted in accordance with directions given by the Census Commissioner.

With insufficient time at his disposal for working up the results of his enquiries, or for following up the numerous and difficult side issues which arose in the examination of the caste figures, Mr. Gait has nevertheless made a most important contribution in this chapter to the ethnography of the Province, and has presented several obscure questions in a clearer light than has before been shed on them.

The origin of existing castes is discussed in paragraphs 566—574 of the report and the origin of the restrictions which characterise the institution of caste is distinguished from the question as to how the existing castes were recruited. The views held by M. Senart that the sub-caste is the true caste, and that caste was a natural development of the family and tribal organization of the Aryans are cited in paragraph 562; but Mr. Gait holds that caste is more likely to be due to the influence of the panchayats of the functional groups. He quotes the definitions of "caste" given by his predecessors in this field of enquiry—Messrs. Nesfield, Baines and Risley, and propounds the following careful definition of his own:—

"A caste is an endogamous group or a collection of such groups bearing a common name who, by reason of similarity of traditional occupation and reputed origin, are generally regarded, by those of their countrymen who are competent to give an opinion, as forming a single homogenous community, the constituent parts of which are more nearly related to each other than they are to any other section of the society."

Mr. Gait adds that the decision as to caste must rest with enlightened public opinion, and not with public opinion generally, as it often happens that a Hindu knows little about any caste other than his own.

The orders issued with regard to arrangement of castes according to their social status gave rise to many acrimonious disputes, *e. g.*, specially with reference to the relative precedence of the Baidyas and the Kayasths and the position of the Chasi-Kaibarttas. In order to avoid as far as possible giving offence to rival castes, Mr. Gait has made his different groups fairly wide, and as a rule has avoided mention of the relative position of castes in the same group.

Of the castes other than Muhammadan there are fifteen having more than a million members, viz., (in order of numbers) the Ahirs (or Goalas), Brahmans, Kaibarttas, Rajbansis (or Koches), Namasudras (Chandals), Santals, Chamars (Muchis), Rajputs, Kurmis, Telis, Kayasths, Koiris, Dosadhs, Babhans and Bagdis. The Ahirs who are nearly four millions are a long way the most numerous; next follow the Brahmans with nearly three millions, the Kaibarttas who are nearly two and-a-half millions, the Rajbansis with over two millions, the Namasudras and the Santals each with over eighteen hundred thousand; the Chamars with sixteen hundred and twenty-six thousand; while the other eight castes named are each between a million and a million-and-a-half strong. The distribution of the main castes is illustrated by a series of maps which show in a very striking way how strictly local are many of the main groups. The Babhans, Dhanuks and Koiris for instance are confined to Bihar, the Bagdis and Sadgops to West Bengal, the Chasas and Khandaits to Orissa, the Chandals to East Bengal, the Pods to Central Bengal and the Rajbansis to North Bengal.

Among the notes on particular castes and tribes possessing special interest are to be mentioned those regarding the Saraks (paragraphs 778—780) an interesting archaic community, probably of Jain or Buddhist origin, found in Western Bengal, Chota Nagpur and Orissa, the notes on the disputed question of the origin of the Rajbansis (paragraph 617), on the Sectarian castes (paragraphs 782—787), on Muhammadan castes and tribes (paragraphs 812—817), and on the Nepali tribe of Newars (paragraphs 886—894).

15. The scheme of occupations prescribed for the census was very elaborate, comprising, as it did, eight classes, twenty-four orders, seventy-nine sub-orders and five hundred and twenty groups, and the preparation of the returns under this head was therefore very laborious. The Superintendent states (paragraph 905) that from one-third to a quarter of the entire expenditure on the census operations was incurred in compiling the occupation tables. The arguments used by Mr. Gait in paragraph 905 in favour of having a simpler classification in future are well worthy of attention, and seem to be conclusive against the attempt to collect statistics of occupation in such elaborate detail as has hitherto been done. This seems to be a case where elaboration defeats itself and where the truth is to be obtained only by a broad and general classification of occupations.

Changes of system which are noticed in paragraph 906 and following paragraphs of the Report have confused comparison with the corresponding return for 1891, and make detailed examination useless. Speaking generally, however, it appears that nearly 57 millions or 72·5 per cent. of the population are classed under the main head as employed on "Pasture and Agriculture;" nor is this an exhaustive statement of persons occupied with agriculture as it is probable that a considerable number of the five-and-a-half million general labourers returned as non-agricultural are at some seasons of the year employed in agriculture, and it will be safe to say that over three-fourths of the population are dependent on the land. Artisans and others classed under the head "Preparation and supply of material substances" make up over 9½ millions or 12 per cent., and unskilled labourers, not, agricultural, are over 6 millions or 7½ per cent. of the population. The statistics which have been collected showing the small share of high appointments in Government service which are held by Muhammadans, and the practical monopoly of all such

appointments held Hindus by members of the Kayasth, Brahman and castes may be mentioned as a feature of this chapter.

16. In conclusion, the Lieutenant-Governor desires to record his appreciation of the labours of the Superintendent, and the District Officers as well as of a large number of officials and non-officials which have resulted in a most successful census of the people, and he has in addition to thank Mr. Gait for a Report of singular merit and ability. Mr. Gait's commendation of the work of his Assistants Mr. Howard, Mr. Moberly, Babu Jamini Mohan Das, Babu Mon Mhan Ray and Mr. Manmatha Nath Ghosh will be recorded in the Appointment Department.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Government of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 3rd November 1902.

Burdwan.—No rain. Weather cloudy. Threshing of *aus* and sowing of *rabi* continues. Condition of *aman* and other standing crops fair, but some rain wanted. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

Birbhum.—Rainfall at Sadar nil, Rampur Hât nil. Weather cloudy. *Aus* being harvested. Sowing of *rabi* commenced. Sugarcane thriving. Fodder sufficient. Coarse rice 13 seers per rupee.

Bankura.—No rain. Weather cloudy and hot. Standing crops suffering for want of rain. Common rice sells at 12½ seers per rupee. Fodder and water sufficient.

Midnapore.—Rainfall at Sadar nil, Tamluk and Ghatal nil, Contai 2·21. Rain badly wanted all over the district. Weather hot and cloudy. Crops withering for want of rain. *Rabi* sowings going on. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

| | | | | | |
|--------|-----|-----|-----|----------|---|
| Sadar | ... | ... | ... | Srs. ch. | |
| Contai | ... | ... | ... | 12 | 8 |
| Tamluk | ... | ... | ... | 12 | 9 |
| Ghatal | ... | ... | ... | 11 | 0 |
| | | | | 12 | 0 |

} per rupee.

Hooghly.—Rainfall nil. Rain badly wanted in many places for paddy winter and *rabi* crops. Sowing of *rabi* continues. Weather seasonable. Fodder and water sufficient. Common rice sells as follows:—

| | | | | | |
|-----------|-----|-----|-----|----------|---|
| Sadar | ... | ... | ... | Srs. ch. | |
| Serampore | ... | ... | ... | 10 | 0 |
| Arambagh | ... | ... | ... | 10 | 2 |
| | | | | 11 | 2 |

} per rupee.

Howrah.—Rainfall at Sadar nil, Ulubaria nil. Rain badly wanted. *Aman* crops on high land withering. Washing of jute still continues. Sugarcane is doing well. Lands are being prepared for *rabi* sowings which have been commenced in some places. No cattle-disease. Fodder and water sufficient. Weather sometimes cloudy. Common rice sells on an average 11 seers per rupee.

24-Parganas.—Rainfall at Sadar or subdivisions nil. Weather cool at night. State and prospects of crops fair. Crops on high lands are suffering for want of rain in Barasat and Diamond Harbour subdivisions. In Diamond Harbour the want of rain is reported to be serious. Sowings of *rabi* crops going on and lands being prepared for them. Common rice sells at 11 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall nil. Standing crops require rain in Ranaghat subdivision. Sowing of *rabi* and oilseed crops continues. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

| | | | | | |
|-----------|-----|-----|-----|----------|---|
| Sadar | ... | ... | ... | Srs. ch. | |
| Kushtia | ... | ... | ... | 12 | 8 |
| Chuadanga | ... | ... | ... | 11 | 4 |
| Meherpur | ... | ... | ... | 11 | 4 |
| Ranaghat | ... | ... | ... | 11 | 5 |
| | | | | 12 | 0 |

} per rupee.

Murshidabad.—Rainfall at Lalbagh ·02, Sadar, Kandi, Jangipur nil. Weather seasonable. Prospect of *aman*, sugarcane and *kalai* good. Cultivation of *rabi* crops going on. No cattle-disease reported from anywhere. Fodder and water sufficient. Common rice sells as follows:—

| | | | | | |
|----------|-----|-----|-----|----------|---|
| Sadar | ... | ... | ... | Srs. ch. | |
| Kandi | ... | ... | ... | 11 | 8 |
| Jangipur | ... | ... | ... | 14 | 0 |
| Lalbagh | ... | ... | ... | 12 | 0 |
| | | | | 12 | 0 |

} per rupee.

Jessore.—No rain at Sadar or subdivisions. Weather seasonable. Prospects of crops good. Fodder and water sufficient. Cattle-disease reported from Mahamedpur thana in Magura subdivision. Common rice sells as follows:—

| | | | | | |
|---------|-----|-----|-----|----------|---|
| Sadar | ... | ... | ... | Srs. ch. | |
| Jhenida | ... | ... | ... | 12 | 0 |
| Narail | ... | ... | ... | 12 | 0 |
| Bongaon | ... | ... | ... | 11 | 8 |
| Magura | ... | ... | ... | 13 | 0 |
| | | | | 11 | 8 |

} per rupee.

Khulna.—Rainfall nil. Weather seasonable. *Aman* paddy doing well. Cultivation and sowing of *rabi* crops commenced. Fodder and water sufficient. A few cases of cattle-disease reported from Dumuria and Paikgachha. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|-----|-----|
| Sadar | ... | ... | ... |
| Bagerhat | ... | ... | ... |
| Satkhira | ... | ... | ... |
| | ... | ... | ... |

Rajshahi.—Rainfall at Sadar 0·01, Nangaon and Nator nil. Prospects of crops good. Sowing of *rabi* in progress. Condition of cattle good. Fodder and water sufficient. Common rice selling at 12½ seers per rupee.

Dinajpur.—No rain. Weather seasonable. Standing crops good. Cattle-disease reported from two thanas. Fodder and drinking-water plentiful. Rice selling at 12 seers per rupee.

Jalpaiguri.—Rainfall nil. Weather seasonable. *Haimanti* paddy doing well. Preparation of fields for tobacco and potato going on. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 0·00, Kurseong 0·00, Siliguri 0·00. Weather seasonable. Hills—*Haimanti dhan*, *bara* and *chhota marua*, *phaphar*, and *kalai dal* doing well. Terai—Prospects of standing crops good. Coarse rice sells as follows:—

| | Srs. | ch. | |
|-------|------|-----|-----|
| Hills | ... | ... | ... |
| Terai | ... | ... | ... |

Maize sells at Darjeeling at 21 seers and at Kalimpong at 28 seers per rupee.

Rangpur.—Rainfall nil. Weather seasonable. Lands are being prepared for mustard and tobacco. Prospects of standing crops favourable. Water and fodder sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|------------|------|-----|-----|
| Sadar | ... | ... | ... |
| Nilphamari | ... | ... | ... |
| Kurigram | ... | ... | ... |
| Gaibanda | ... | ... | ... |

Bogra.—No rain. Weather seasonable. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Pabna.—Rainfall at Sadar 1·12, Sirajganj nil. Weather cool and partially cloudy. Prospects of standing crops fair. *Rabi* being sown. Fodder and water sufficient. Rice sells at 10 seers per rupee.

Dacca.—Rainfall nil. Weather seasonable. Prospects of crops good. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall nil. Weather seasonable. Prospects of winter rice good. *Rabi* sowing going on. Water sufficient. No cattle-disease. Common rice selling as follows:—

| | Srs. | ch. | |
|------------|------|-----|-----|
| Sadar | ... | ... | ... |
| Kishorganj | ... | ... | ... |
| Netrokona | ... | ... | ... |
| Tangail | ... | ... | ... |

Faridpur.—Rainfall nil. Weather cloudy and warm. State and prospects of standing crops good. Fodder sufficient. No cattle-disease. Common rice sells at 11½ seers a rupee.

Barisal.—Rainfall nil. Weather cloudy and sultry. Prospects good. Fodder sufficient. Common *aman* 11 and *aus* 12 seers per rupee.

Tippera.—Rainfall at Sadar 1·16, Brahmanbaria and Chandpur nil. Weather seasonable. Prospects good. *Aman* paddy in ear and progressing well. Cultivation of *rabi* crops has commenced. Fodder and water available. Cattle-disease reported from Chandpur. Common rice sells as follows:—

| | Srs. | ch. | |
|--------------|------|-----|-----|
| Sadar | ... | ... | ... |
| Brahmanbaria | ... | ... | ... |
| Chandpur | ... | ... | ... |

Noakhali.—No rain. Weather rather hot for the season. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 12 seers and at Feni at 13 seers 7 chitaks per rupee.

Chittagong.—No rain during the week. Cultivation of *rabi* crop is going on. Water and fodder sufficient. Common rice selling at 12 seers 12 chitaks per rupee.

Chittagong Hill Tracts.—Rainfall nil. Weather hot. Harvesting continues. No cattle-disease. Common rice sells at 17 seers per rupee.

Patna.—Weather seasonable. Sowing of *rabi* crops going on. Sugarcane looks well. Standing crops doing well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

| | | | | | Srs. ch. | |
|----------|-----|-----|-----|-----|----------|--------------|
| Patna | ... | ... | ... | ... | 13 0 | } per rupee. |
| Barh | ... | ... | ... | ... | 13 0 | |
| Bihar | ... | ... | ... | ... | 11 0 | |
| Dinapore | ... | ... | ... | ... | 12 12 | |

Gaya.—Rainfall at Sadar 0·33, Aurangabad 0·27, Nawada 0·14, Jahanabad *nil*. Weather seasonable. Paddy and sugarcane doing well. Sowing of *rabi* continues. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Shahabad.—Rainfall at Buxar 0·02, Bhabua 0·05, Sasaram 0·32, Dehri 0·32. *Rabi* sowing continues. Prospect of paddy and sugarcane generally good. Fodder and water abundant. Rice sells at Sadar 13 seers per rupee.

Saran.—Rainfall at Sadar 0·03, Siwan 0·03, Gopalganj *nil*. Weather seasonable, but sometimes cloudy. *Rabi* sowing in progress. Rain wanted for paddy. Standing crops doing well. Fodder and water sufficient. No cattle-disease. Rice sells at 14 seers per rupee.

Champanan.—Rainfall nil. Weather seasonable. Prospects of winter rice excellent. Preparation for *rabi* sowings going on. Cattle-disease reported. Fodder and water sufficient. Common rice sells at 17½ seers and maize at 30 seers per rupee.

Muzaffarpur.—Rainfall nil. Weather fair. *Rabi* sowings going on. Prospect of crops good. Fodder and water sufficient. Prices are—Common rice 12 and maize 26 seers a rupee.

Darbhanga.—Rainfall nil. Prospect of standing crops good. *Rabi* sowing in progress. Fodder and water sufficient. Cattle-disease is reported from Samastipur and Phulparas thanas. Common rice sells as follows:—

| | | | | | Srs. ch. | |
|------------|-----|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | ... | 13 3 | } per rupee. |
| Madhubani | ... | ... | ... | ... | 12 11 | |
| Samastipur | ... | ... | ... | ... | 14 0 | |

Monghyr.—Rainfall nil. Weather seasonable. Standing crops doing well. Sowing of *rabi* crops vigorously going on. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

| | | | | | Srs. ch. | |
|-----------|-----|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | ... | 12 4 | } per rupee. |
| Begusarai | ... | ... | ... | ... | 12 0 | |
| Jamui | ... | ... | ... | ... | 13 0 | |

Bhagalpur.—Rainfall at Sadar, 0·05, Madhipura, Banka and Supaul 0·00. Weather seasonable. Prospect of winter rice continues favourable. Standing crops doing well. Fodder and water sufficient. Common rice sells as follows:—

| | | | | | Srs. ch. | |
|-----------|-----|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | ... | 13 14 | } per rupee. |
| Banka | ... | ... | ... | ... | 12 8 | |
| Madhipura | ... | ... | ... | ... | 13 8 | |
| Supaul | ... | ... | ... | ... | 14 0 | |

Purnea.—No rain. Cold season setting in. Prospects of winter rice good. *Rabi* sowings going on. No cattle-disease. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 14 seers per rupee.

Malda.—Rainfall at Sadar, Chanchal and Gajol nil, Sibganj 20. Weather seasonable. Prospects of winter rice good except in thana Nawabganj, where rain is wanted for it. Prospects of *kalai* good. Sowing of *rabi* going on. Cattle-pox reported from thana Gajol. Fodder and water sufficient. Common rice sells at 13½ seers per rupee.

Sonthal Parganas.—Rainfall at Sadar 0·03, Deoghur 0·04, Godda 0·02. Weather seasonable. Prospect of winter rice and other standing crops favourable. Harvesting of *aus* continues in places. Outturn good. The extent of sowing of mustard, linseed and wheat is over 13 annas on an average. Fodder and water sufficient. The price of common rice at Dumka is 13 seers a rupee.

Cuttack.—No rain. Weather unsettled. More rain badly wanted for all standing crops. *Laghu sarad* maturing, having suffered in many parts for want of rain. Fodder and water available. Common rice (old) 13 seers 12 chitaks and (new) 16 seers 6 chitaks per rupee at Sadar.

Balasore.—Rainfall at Sadar .04. Fall general. Prospects of winter rice crop much improved. *Beati* being harvested. Sugarcane thriving. *Rabi* sowing commenced. Rice sells at 16 and 14 seers at Bhadrak and Sadar respectively. Fodder and water sufficient.

Angul.—Rainfall at Angul nil, Chhendipada 0.53, Bissipara 2.37. Weather hot and cloudy. Scanty rainfall in the interior of Angul is reported. General rain is very urgently wanted. Prospects in the Khondmals much improved owing to recent rain. In Angul the conditions are the same. Paddy crops are withering and sowing of *rabi* is retarded. Common rice sells at 11 seers at Sadar and Khondmals.

Puri.—Rainfall at Sadar 0.47. It is unevenly distributed, being heavier in the north-western part of the district. Weather seasonable. More rain is wanted for winter rice crop. Upland winter rice crop ripening in some places. Sowing of *rabi* crops commenced. Other miscellaneous crops doing well. Fodder and water available. Common rice sells at 13 seers 14 chitaks per rupee.

Hazaribagh.—Rainfall at Sadar 0.27, Giridih nil. Weather cloudy. Harvesting of paddy commenced. Standing crops doing well. Cattle-disease reported from one thana. Fodder and water sufficient. Common rice sells at 15½ seers per rupee.

Ranchi.—Rainfall at Sadar 0.17. Weather cloudy. Harvesting of paddy continues. Wheat, gram and mustard are being sown. Cattle-disease are reported from Lohardaga, Sisai, Karra and Silli thanas. Fodder and water sufficient. Common rice sells at 14½ seers per rupee.

Palamau.—No rain. Weather cloudy. Upland paddy suffering greatly for want of rain. *Rabi* already sown. Sugarcane still doing well. Cattle-disease in some places. Fodder and water sufficient. Prices at Sadar—Rice 14 seers 10 chittaks and maize 23 seers 10 chittaks per rupee.

Manbhum.—Weather cloudy. There was a good shower yesterday which has done immense good to paddy crop. Prospect of crops now good. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers, and at Gobindpur 10 seers 14 chitaks per rupee.

Singhbhum.—Rainfall .03. Harvesting of *bhadoi* paddy still in progress. Rearing of *tassar* commenced. Average price of rice is 14 seers per rupee.

General Summary.—Local showers are reported from a few districts, but the fall was everywhere scanty except in parts of Midnapore, Pabna and Angul. Standing crops are suffering for want of rain in the districts of Bankura, Midnapore, Howrah, 24-Parganas, Cuttack and Palamau. Rain is urgently wanted in the Diamond Harbour subdivision of the 24-Parganas and in Angul. Rain also needed in Burdwan, Hooghly, Saran, Puri, and in parts of Nadia and Malda. Prospects fair. Sporadic cases of cattle-disease reported from 10 districts. Fodder and water generally sufficient. The price of common rice has risen in 9 districts, fallen in 10, and is stationary in the rest (28).

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,
Cffg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 4th November 1902.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of August 1902.

| DISTRICTS. | TOWNS. | Population under registra- tion. | BIRTHS. | | DEATHS. | | | | | | | | | | AVERAGE OF CORRESPONDING MONTHS OF PRE- VIOUS FIVE YEARS. | | REMARKS. | | | | | | | | |
|------------|-------------------------|-------------------------------------|-------------------------|-----------------------------------|-------------------------|-----------------------------------|-------------------------|-----------------------------------|-------------------------|-----------------------------------|-------------------------|-----------------------------------|----------------------------|-----------------------------------|--|-----------------------------------|----------|-------------------------|-----------------------------------|-------------------------|-----------------------------------|-------------------------|-------------------------|-----------------------------------|-----|
| | | | Number re- gistered. | Ratio per 1,000 of population. | CHOLERA. | | SMALL-POX. | | PLAGUE. | | FEVER. | | DYSENTERY AND DIARRHÆA. | | RESPIRATORY DISEASES. | | | INJURY. | | OTHER CAUSES. | | TOTAL OF ALL CAUSES. | Number re- gistered. | Ratio per 1,000 of population. | |
| | | | | | Number re- gistered. | Ratio per 1,000 of population. | Number re- gistered. | Ratio per 1,000 of population. | Number re- gistered. | Ratio per 1,000 of population. | Number re- gistered. | Ratio per 1,000 of population. | Number re- gistered. | Ratio per 1,000 of population. | Number re- gistered. | Ratio per 1,000 of population. | | Number re- gistered. | Ratio per 1,000 of population. | Number re- gistered. | Ratio per 1,000 of population. | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Burdwan | 1. Burdwan | 35,022 | 49 | 16-68 | 7 | 2-25 | 1 | 4-8 | ... | ... | 37 | 12-60 | 8 | 9-64 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bakura | 2. Bakura | 20,737 | 29 | 22-06 | ... | 7-32 | ... | ... | ... | ... | 48 | 17-80 | 18 | 1-08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Midnapore | 3. Midnapore | 33,140 | 23 | 20-08 | ... | 7-32 | ... | ... | ... | ... | 48 | 17-80 | 18 | 1-08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hoochly | 4. Hoochly and Chinsura | 23,883 | 106 | 28-52 | 7 | 1-80 | ... | ... | ... | ... | 51 | 21-90 | 13 | 6-48 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Howrah | 5. Howrah | 44,451 | 278 | 21-12 | 14 | 0-96 | ... | ... | ... | ... | 177 | 39-08 | 34 | 7-59 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 6. Howrah | 157,594 | 278 | 21-12 | 14 | 0-96 | ... | ... | ... | ... | 177 | 39-08 | 34 | 7-59 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 7. Cossimbazar | 33 | 33 | 9-60 | ... | ... | ... | ... | ... | ... | 15 | 4-08 | 2 | 1-44 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8. Manikiala | 32,387 | 26 | 8-00 | ... | ... | ... | ... | ... | ... | 15 | 4-08 | 2 | 1-44 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 9. South Suburban | 22,374 | 50 | 22-68 | ... | ... | ... | ... | ... | ... | 57 | 25-92 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 10. Garden Reach | 22,311 | 30 | 13-72 | ... | ... | ... | ... | ... | ... | 31 | 13-08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 11. Baranagar | 22,432 | 30 | 13-72 | ... | ... | ... | ... | ... | ... | 31 | 13-08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12. Nishali | 22,703 | 21 | 10-55 | 1 | 4-8 | ... | ... | ... | ... | 26 | 12-00 | 7 | 3-84 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 13. Chatterjee | 21,540 | 13 | 10-55 | 1 | 4-8 | ... | ... | ... | ... | 26 | 12-00 | 7 | 3-84 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 14. Calcutta | 841,796 | 1,160 | 16-32 | 51 | 7-2 | 4 | 0-4 | 65 | ... | 398 | 47-00 | 106 | 2-76 | 297 | 4-20 | 38 | 1-08 | 684 | 9-60 | 1,732 | 20-80 | 1,827 | 21-80 | ... |
| | 15. Krishnagar | 24,947 | 44 | 17-68 | ... | ... | ... | ... | ... | ... | 49 | 19-68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 16. Ranipore | 24,947 | 44 | 17-68 | ... | ... | ... | ... | ... | ... | 49 | 19-68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 17. Ranipore | 24,947 | 44 | 17-68 | ... | ... | ... | ... | ... | ... | 49 | 19-68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 18. Ranipore | 24,947 | 44 | 17-68 | ... | ... | ... | ... | ... | ... | 49 | 19-68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 19. Ranipore | 24,947 | 44 | 17-68 | ... | ... | ... | ... | ... | ... | 49 | 19-68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 20. Dacca | 60,542 | 156 | 25-92 | ... | ... | ... | ... | ... | ... | 132 | 22-00 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 21. Narayanganj | 24,472 | 21 | 10-20 | ... | ... | ... | ... | ... | ... | 13 | 5-88 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 22. Chittagong | 22,140 | 20 | 9-00 | ... | ... | ... | ... | ... | ... | 13 | 5-88 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 23. Chittagong | 22,140 | 20 | 9-00 | ... | ... | ... | ... | ... | ... | 13 | 5-88 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 24. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 25. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 26. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 27. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 28. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 29. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 30. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 31. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 32. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 33. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 34. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 35. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 36. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 37. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 38. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 39. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 40. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 41. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 42. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 43. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 44. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 45. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 46. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 47. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 48. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 49. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 50. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 51. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 52. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 53. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 54. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 55. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 56. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 57. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 58. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 59. Patna | 134,785 | 417 | 30-72 | ... | ... | ... | ... | ... | ... | 233 | 17-36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 60. Patna | 134,785 | 417 | 30-72 | ... | ... | | | | | | | | | | | | | | | | | | | |

| DIVISION. | DISTRICTS. | BIRTHS. | | | | DEATHS. | | | | | | | | | | | | AVERAGE OF CORRESPONDING MONTH OF PREVIOUS FIVE YEARS. | | REMARKS. | | | | | |
|------------|---|--------------------|---------|--------------------------------|--------|----------|------------|---------|---------|-------------------------|-----------------------|---------|---------------|-------|----------------------|------|---------|--|---------|----------|-------------------------|----|----|----|----|
| | | Number registered. | | Ratio per 1,000 of population. | | CHOLERA. | SMALL-POX. | PLAGUE. | FEVER. | DYSENTERY AND DIARRHŒA. | RESPIRATORY DISEASES. | INJURY. | OTHER CAUSES. | | TOTAL OF ALL CAUSES. | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Burdwan | Burdwan | 1,533,475 | 2,805 | 21.96 | 143 | 1.08 | 6 | 0.03 | 2,241 | 17.52 | 56 | 3.56 | 0.1 | 44 | 53 | 5.04 | 3,050 | 23.58 | 3,079 | 24.00 | Not under registration. | | | | |
| Burdwan | Birbhum | 902,280 | 1,958 | 26.04 | 50 | 1.60 | 1 | 0.01 | 1,399 | 17.40 | 9 | 3.66 | ... | 47 | 60 | 5.04 | 1,797 | 23.58 | 1,834 | 24.56 | Not under registration. | | | | |
| Burdwan | Bankura | 1,116,411 | 2,857 | 26.00 | 142 | 1.44 | 51 | 0.08 | 1,874 | 20.04 | 36 | 3.66 | ... | 62 | 48 | 5.04 | 2,702 | 29.04 | 2,012 | 27.60 | Not under registration. | | | | |
| Burdwan | Midnapore | 2,780,114 | 5,291 | 22.68 | 460 | 1.92 | 409 | 0.07 | 4,388 | 18.60 | 180 | 6.00 | ... | 110 | 98 | 3.84 | 6,384 | 27.36 | 6,403 | 28.40 | Not under registration. | | | | |
| Burdwan | Hoochly, including Serampore. | 1,049,283 | 1,619 | 18.48 | 168 | 1.80 | 7 | 0.07 | 1,700 | 20.40 | 194 | 2.16 | ... | 69 | 72 | 4.20 | 2,021 | 29.58 | 2,395 | 26.52 | Not under registration. | | | | |
| Presidency | Hovrah | 880,514 | 1,431 | 20.16 | 104 | 1.44 | 30 | 0.06 | 889 | 19.00 | 250 | 3.48 | ... | 57 | 72 | 7.08 | 1,807 | 25.44 | 1,800 | 26.16 | Not under registration. | | | | |
| Presidency | 24-Parganas | 2,078,359 | 4,068 | 25.72 | 183 | 1.72 | 60 | 0.01 | 2,888 | 16.80 | 170 | 2.06 | ... | 184 | 102 | 5.04 | 4,065 | 25.72 | 3,516 | 20.28 | Not under registration. | | | | |
| Presidency | Calcutta | 1,847,706 | 3,160 | 27.48 | 81 | 1.60 | 4 | 0.01 | 3,881 | 27.48 | 16 | 1.0 | ... | 94 | 48 | 3.24 | 1,732 | 24.48 | 1,827 | 20.80 | Not under registration. | | | | |
| Presidency | Nadia | 1,067,481 | 2,161 | 27.48 | 78 | 1.48 | 4 | 0.03 | 2,700 | 24.56 | 17 | 0.08 | ... | 66 | 60 | 4.08 | 3,407 | 30.60 | 3,409 | 24.60 | Not under registration. | | | | |
| Presidency | Murshidabad | 1,883,184 | 3,846 | 24.56 | 114 | 1.44 | 5 | 0.02 | 3,605 | 23.76 | 7 | 0.03 | ... | 96 | 39 | 2.04 | 4,072 | 27.60 | 4,023 | 26.52 | Not under registration. | | | | |
| Presidency | Jessore | 1,813,155 | 2,922 | 19.32 | 136 | 1.54 | 5 | 0.02 | 3,605 | 23.76 | 7 | 0.03 | ... | 96 | 39 | 2.04 | 4,072 | 27.60 | 4,023 | 26.52 | Not under registration. | | | | |
| Presidency | Khulna | 1,813,155 | 2,922 | 19.32 | 136 | 1.54 | 5 | 0.02 | 3,605 | 23.76 | 7 | 0.03 | ... | 96 | 39 | 2.04 | 4,072 | 27.60 | 4,023 | 26.52 | Not under registration. | | | | |
| Presidency | Rajshahi | 1,233,043 | 2,165 | 30.24 | 61 | 1.48 | ... | 0.06 | 1,911 | 18.24 | 16 | 1.2 | ... | 120 | 96 | 1.44 | 4,023 | 32.16 | 3,961 | 32.40 | Not under registration. | | | | |
| Presidency | Dinajpur | 1,462,467 | 2,519 | 20.64 | 137 | 1.08 | 9 | 0.06 | 3,461 | 28.32 | 16 | 1.2 | ... | 120 | 96 | 1.44 | 4,023 | 32.16 | 3,961 | 32.40 | Not under registration. | | | | |
| Presidency | Jalpaiguri | 1,567,080 | 3,920 | 30.60 | 177 | 1.48 | 3 | 0.05 | 4,073 | 31.08 | 4 | 0.2 | ... | 108 | 72 | 2.16 | 4,063 | 32.16 | 3,808 | 29.04 | Not under registration. | | | | |
| Presidency | Darjeeling | 787,880 | 1,979 | 30.12 | 6 | 0.07 | ... | 0.06 | 1,737 | 26.28 | 27 | 3.56 | ... | 82 | 34 | 0.72 | 1,834 | 27.84 | 1,804 | 28.92 | Not under registration. | | | | |
| Presidency | Rangpur | 249,117 | 743 | 35.64 | ... | ... | ... | ... | 505 | 24.24 | 72 | 3.56 | ... | 55 | 34 | 0.72 | 724 | 34.80 | 843 | 40.56 | Not under registration. | | | | |
| Presidency | Bogra | 1,154,181 | 4,148 | 29.64 | 7 | 0.03 | 43 | 0.12 | 3,064 | 29.40 | 4 | 0.2 | ... | 100 | 72 | 1.44 | 3,964 | 29.08 | 4,062 | 29.56 | Not under registration. | | | | |
| Presidency | Pabna | 854,833 | 1,899 | 25.64 | 8 | 1.0 | 16 | 0.18 | 1,772 | 24.34 | 2 | 0.1 | ... | 100 | 72 | 1.44 | 2,180 | 29.88 | 1,725 | 24.12 | Not under registration. | | | | |
| Presidency | Dacca | 1,460,461 | 3,144 | 25.28 | 101 | 0.84 | 30 | 0.24 | 3,891 | 24.34 | 14 | 1.0 | ... | 96 | 72 | 1.44 | 3,920 | 27.60 | 4,043 | 26.04 | Not under registration. | | | | |
| Presidency | Rymensingh | 2,646,622 | 6,144 | 25.28 | 10 | 0.03 | 30 | 0.04 | 3,643 | 16.44 | 122 | 4.8 | ... | 118 | 48 | 3.24 | 4,781 | 27.60 | 4,351 | 26.44 | Not under registration. | | | | |
| Presidency | Fairpur | 3,915,068 | 7,677 | 25.28 | 16 | 0.04 | 72 | 0.12 | 4,472 | 13.68 | 31 | 0.8 | ... | 156 | 36 | 3.6 | 4,684 | 4.08 | 4,735 | 29.16 | Not under registration. | | | | |
| Presidency | Backergunge | 1,637,646 | 3,511 | 27.72 | 116 | 0.60 | 1 | 0.06 | 3,782 | 23.40 | 36 | 1.2 | ... | 133 | 72 | 2.16 | 4,333 | 29.28 | 4,016 | 25.64 | Not under registration. | | | | |
| Presidency | Tippura | 2,291,752 | 3,924 | 20.28 | 61 | 0.6 | ... | 0.09 | 2,987 | 13.66 | 15 | 0.3 | ... | 153 | 72 | 2.16 | 3,068 | 27.28 | 3,134 | 28.64 | Not under registration. | | | | |
| Presidency | Noakhali | 2,117,691 | 4,140 | 25.40 | 11 | 0.6 | ... | 0.09 | 2,987 | 13.66 | 15 | 0.3 | ... | 153 | 72 | 2.16 | 3,068 | 27.28 | 3,134 | 28.64 | Not under registration. | | | | |
| Presidency | Chittagong | 1,141,788 | 3,015 | 33.68 | 6 | 0.06 | 1 | 0.09 | 2,053 | 29.36 | 13 | 1.0 | ... | 108 | 72 | 2.16 | 2,993 | 3.00 | 2,692 | 28.90 | Not under registration. | | | | |
| Presidency | Chittagong Hill Tracts | 1,833,250 | 3,909 | 33.68 | 11 | 0.09 | 1 | 0.09 | 2,500 | 29.36 | 13 | 1.0 | ... | 108 | 72 | 2.16 | 2,993 | 3.00 | 2,692 | 28.90 | Not under registration. | | | | |
| Presidency | Panna | 1,084,985 | 6,272 | 46.90 | 722 | 5.28 | 109 | 1.20 | 2,551 | 18.72 | 293 | 4.32 | ... | 164 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Gaya | 1,989,933 | 8,434 | 49.08 | 1,375 | 7.92 | 140 | 1.20 | 3,584 | 29.56 | 107 | 6.00 | ... | 172 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Shahabad | 1,992,696 | 7,849 | 37.88 | 58 | 1.48 | 11 | 0.06 | 2,978 | 17.12 | 13 | 1.0 | ... | 134 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Saran | 2,403,509 | 7,097 | 30.72 | 328 | 1.48 | 30 | 0.08 | 3,180 | 15.72 | 309 | 1.44 | ... | 217 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Champanan | 1,790,453 | 5,763 | 35.52 | 1,539 | 1.48 | 23 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Muzaffarpur | 2,754,790 | 9,705 | 42.54 | 24 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Darbhanga | 2,912,611 | 10,383 | 49.72 | 24 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Monrhyr | 2,088,894 | 7,196 | 41.64 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Bhagalpur | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Burma | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Madia | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Sonhal Parganas | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Cuttack | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Balasore | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Puri | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Angul and Khondama | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Hazarilugh | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Ranchi | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Patna | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Manbhum | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Singhbhum | 1,844,784 | 7,392 | 39.52 | 28 | 1.48 | 31 | 0.08 | 4,742 | 29.52 | 43 | 2.4 | ... | 174 | 172 | 1.20 | 6,419 | 47.40 | 6,857 | 50.52 | Not under registration. | | | | |
| Presidency | Total | 74,488,103 | 194,453 | 37.32 | 10,088 | 1.56 | 1,876 | 0.24 | 117,140 | 18.84 | 4,154 | 6.0 | ... | 4,900 | 72 | 7.2 | 170,104 | 27.36 | 184,935 | 29.76 | Not under registration. | | | | |
| Presidency | Average of corresponding month of previous five years | ... | ... | 34.32 | 13,021 | 2.04 | 1,184 | 0.12 | 127,656 | 20.52 | 4,832 | 7.2 | ... | 4,931 | 72 | 7.2 | 184,935 | 29.76 | ... | ... | Not under registration. | | | | |
| Presidency | Difference + or - | ... | ... | -5.00 | -2,933 | -4.8 | +622 | +1.2 | -10,337 | -1.68 | -678 | -1.2 | ... | -31 | Equal | -24 | -14,881 | -2.40 | ... | ... | Not under registration. | | | | |

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 1st November 1902.

B. H. DEARE, CAPTAIN, I.M.S.,
Offy. Sanitary Commissioner for Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 1st November 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 1ST NOVEMBER 1902. | | | WEEK ENDING SATURDAY, THE 2ND NOVEMBER 1901. | | |
|------------------|---|---------------------|----------|---|---------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 438 | 41,350 | 600 | 379 | 53,300 | 699 |
| Jute | 650 | 1,62,175* | 2,637 | 640 | 1,88,925† | 3,078 |
| Firewood | 87 | 62,750 | 805 | 116 | 54,550 | 857 |
| Other articles | 670 | 1,45,462½ | 1,744 | 829 | 1,64,525 | 2,175 |
| Total | 1,845 | 4,01,737½ | 5,786 | 1,964 | 4,61,300 | 6,809 |

* Weight by canal measurement, 1,63,537½ maunds.
† Ditto ditto, 1,82,500 „

Results of the Meteorological Observations taken at the Alipore Observatory from 26th October to 1st November 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 32° Fahr. | TEMPERATURE. | | | | HYGROMETRY. | | | | WIND. | | Rain. | WEATHER. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----------------|---------|---------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. | | |
| 1902. | | ° | | Inches. | ° | ° | ° | ° | ° | Inches | ° | % | | | Inches. | |
| Oct. | 26th | 109.7 | Nil | 29.939 | 77.8 | 81.3 | 11.7 | 69.6 | 75.9 | 0.871 | 75.0 | 91 | Calm and variable | 22 | 2.05 | Cloudy, o, g, d, p. |
| " | 27th | 146.0 | 4.4 | .989 | 77.8 | 85.1 | 12.8 | 72.3 | 74.5 | .810 | 72.9 | 86 | NNE, N and calm | 55 | Nil | Chiefly cloudy, o. |
| " | 28th | 144.3 | 3.4 | 30.000 | 76.9 | 83.5 | 12.8 | 70.7 | 71.7 | .707 | 68.9 | 77 | N and N by W ... | 81 | " | Chiefly cloudy, o. |
| " | 29th | 136.9 | 1.2 | 29.965 | 76.8 | 82.7 | 11.4 | 71.3 | 72.7 | .749 | 70.6 | 82 | N by W ... | 77 | " | Chiefly cloudy, o. |
| " | 30th | 107.9 | Nil | .931 | 76.8 | 81.1 | 8.0 | 73.1 | 73.3 | .779 | 71.6 | 84 | N by W and calm | 49 | " | Cloudy, o. |
| " | 31st | 138.9 | 2.7 | .900 | 78.0 | 86.1 | 15.7 | 70.4 | 73.2 | .755 | 70.8 | 80 | N by W and calm | 76 | " | Chiefly cloudy, p. |
| Nov. | 1st | 143.2 | 6.8 | .898 | 78.6 | 86.1 | 14.2 | 71.9 | 72.0 | .698 | 68.5 | 72 | N by W, N and NW. | 76 | " | Partially cloudy. |

| | | | | | |
|---|-----|-----|-----|-----|--------------|
| The mean pressure of the seven days | ... | ... | ... | ... | Inches. |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 29.946 |
| The total number of hours of bright sunshine | ... | ... | ... | ... | Hours, 18.5 |
| The maximum possible number of hours of sunshine | ... | ... | ... | ... | 79.2 |
| The mean temperature of the seven days | ... | ... | ... | ... | 77.5 |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 78.9 |
| The extreme variation of temperature | ... | ... | ... | ... | 16.5 |
| The maximum temperature | ... | ... | ... | ... | 86.1 |
| The highest velocity of the wind in one hour | ... | ... | ... | ... | Miles, 10 |
| The mean relative humidity | ... | ... | ... | ... | 82 |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 75 |
| The total fall of rain from 26th October to 1st November 1902 | ... | ... | ... | ... | Inches, 2.05 |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 0.84 |
| The total fall from 1st January to 1st November 1902 | ... | ... | ... | ... | 61.57 |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 64.52 |

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.


The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 85, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beekley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; g, gloomy; d, drizzling rain; p, passing temporary showers; , dew.

N.B.—In the weekly report from 14th to 20th September 1902, read 29.803 for 29.80 as the mean pressure barometer of the 19th September 1902.

METEOROLOGICAL OFFICE, GOVT. OF INDIA; for Meteorological Reporter to the Govt. of India
Alipore (Calcutta), the 3rd November 1902. and Director-General of Indian Observatories.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902, on 1,913.28 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|-----------------|-----------------------------|-----------------|--------------------------|--------------|------------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 379,079 | 3,94,863 5 0 | 47,21,322 10 | 7,46,098 0 0 | 18,744 0 0 | 11,59,705 5 0 | 112,327 | 182,336 | 294,663 |
| Or per mile of railway ... | ..... | 206 6 1 | ..... | 389 15 4 | 9 12 9 | 606 2 2 | ..... | ..... | ..... |
| For previous 13½ weeks of half-year. | 5,086,322 | 48,94,930 14 0 | 6,64,47,633 0 | 1,05,24,461 2 0 | 2,90,773 0 0 | 1,57,10,165 0 0 | 1,510,840 | 2,414,382 | 3,925,222 |
| Total for 14½ weeks ... | 5,465,401 | 52,89,794 3 0 | 7,11,68,355 10 | 1,12,70,559 2 0 | 3,09,517 0 0 | 1,68,69,870 5 0 | 1,632,176 | 2,596,718 | 4,228,894 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 397,209½ | 3,98,657 15 7 | 66,19,322 20 | 9,70,397 7 9 | 19,027 8 8 | 12,88,083 0 0 | 110,300½ | 186,764½ | 297,064½ |
| Per mile of railway corresponding week of previous year. | ..... | 216 14 3 | ..... | 527 15 3 | 10 5 8 | 755 3 2 | ..... | ..... | ..... |
| Total for corresponding 14½ weeks of previous year. | 5,866,468½ | 60,51,127 10 5 | 7,72,35,416 10 | 1,35,64,109 1 8 | 3,04,112 10 3 | 1,99,19,349 6 4 | 1,630,203 | 2,916,644½ | 4,546,847½ |

(a) The decrease is chiefly in coal and food-grains.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-----------------------|--------------------|-----------|----------------------------------|-------------|-----------------|-------------|----------------------|----------------|-----------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| * 1,913'40 | 12 days of July. | 716,603 | 6,65,787 | 86,38,982 | 14,63,280 | 31,611 | 21,69,687 | 1,129 | 509,575 | Rs. A. P. |
| * 1,913'40 | Week ended 19th " | 441,138 | 3,78,481 | 47,42,801 | 8,02,446 | 16,685 | 11,97,612 | 626 | 288,531 | 4 3 9 |
| * 1,913'40 | " " 26th " | 376,267 | 3,75,806 | 45,66,618 | 7,07,453 | 16,816 | 11,00,075 | 575 | 279,023 | 3 15 1 |
| * 1,913'40 | " " 2nd Aug. ... | 345,725 | 3,21,083 | 49,81,101 | 7,36,933 | 28,773 | 10,86,789 | 568 | 285,468 | 3 12 11 |
| * 1,913'40 | " " 9th " | 353,968 | 3,26,968 | 46,08,069 | 7,26,710 | 27,520 | 10,81,198 | 565 | 277,593 | 3 14 4 |
| * 1,913'28 | " " 16th " | 361,659 | 3,38,320 | 47,51,171 | 7,35,191 | 23,466 | 10,96,977 | 573 | 273,199 | 4 0 2 |
| * 1,913'28 | " " 23rd " | 358,929 | 3,17,694 | 41,55,743 | 6,66,506 | 18,780 | 10,02,380 | 524 | 270,291 | 3 11 4 |
| * 1,913'28 | " " 30th " | 317,170 | 3,29,625 | 44,37,208 | 7,34,908 | 20,326 | 10,84,660 | 567 | 285,559* | 3 12 11 |
| * 1,913'40 | " " 6th Sept. ... | 318,807 | 3,17,202 | 40,80,675 | 7,94,412 | 28,365 | 11,30,979 | 596 | 299,274 | 3 13 1 |
| * 1,913'40 | " " 13th " | 336,039 | 3,19,883 | 49,73,705 | 7,72,718 | 22,948 | 11,15,549 | 583 | 292,907 | 4 0 0 |
| * 1,913'28 | " " 20th " | 387,829 | 3,86,571 | 47,57,124 | 7,29,944 | 19,841 | 11,36,356 | 594 | 284,073 | 4 1 1 |
| * 1,913'28 | " " 27th " | 380,573 | 3,88,232 | 51,40,946 | 8,07,550 | 17,808 | 12,13,680 | 634 | 285,083 | 4 1 1 |
| * 1,913'28 | " " 4th Oct. ... | 398,375 | 4,29,970 | 57,03,800 | 8,46,501 | 18,744 | 12,95,223 | 677 | 292,556 | 4 6 10 |
| * 1,913'28 | " " 11th " | 379,079 | 3,94,863 | 47,21,322 | 7,46,098 | 18,744 | 11,59,705 | 606 | 294,663 | 3 15 0 |
| | Totals up to date ... | 5,465,401 | 52,89,794 | 7,11,68,355 | 1,12,70,559 | 3,09,517 | 1,68,69,870 | 699 | 4,219,894 | 4 0 0 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
|----------|-----------------------|--------------------|-----------|-------------|-------------|----------|-------------|-------|-----------|---------|
| 1,837'46 | 13 days of July ... | 707,203 | 7,62,573 | 1,04,38,391 | 18,32,791 | 34,036 | 26,89,460 | 1,464 | 588,902 | 4 9 8 |
| 1,837'79 | Week ended 20th " | 385,819 | 3,75,644 | 54,41,787 | 9,81,248 | 19,482 | 12,77,344 | 749 | 325,917 | 4 3 7 |
| 1,838'04 | " " 27th " | 430,937 | 4,34,998 | 50,18,440 | 9,75,870 | 20,231 | 14,31,099 | 779 | 325,316 | 4 6 5 |
| 1,838'04 | " " 3rd Aug. ... | 427,684 | 4,86,766 | 52,95,540 | 9,67,492 | 19,952 | 14,74,210 | 802 | 333,217 | 4 6 6 |
| 1,838'04 | " " 10th " | 418,833 | 4,53,909 | 53,22,299 | 8,91,256 | 20,579 | 13,65,744 | 743 | 319,146 | 4 4 1 |
| 1,838'04 | " " 17th " | 398,098 | 4,41,653 | 51,37,112 | 8,18,703 | 21,780 | 12,82,144 | 698 | 301,468 | 4 0 0 |
| 1,838'04 | " " 24th " | 358,115 | 3,35,888 | 44,31,865 | 8,01,862 | 21,047 | 11,58,797 | 630 | 289,670 | 4 2 4 |
| 1,838'04 | " " 31st " | 381,650 | 3,45,475 | 50,08,446 | 8,60,264 | 20,035 | 12,25,774 | 667 | 295,548 | 4 3 1 |
| 1,838'04 | " " 7th Sept. ... | 366,463 | 3,74,375 | 51,54,918 | 8,13,680 | 18,184 | 12,06,239 | 656 | 287,720 | 4 5 2 |
| 1,838'04 | " " 14th " | 373,976 | 3,93,121 | 48,88,620 | 8,16,504 | 23,741 | 12,33,366 | 671 | 285,479 | 4 5 4 |
| 1,838'04 | " " 21st " | 358,471 | 3,72,009 | 48,86,837 | 8,58,527 | 24,354 | 12,84,890 | 699 | 290,548 | 4 10 11 |
| 1,838'04 | " " 28th " | 440,011 | 4,06,744 | 48,90,666 | 9,14,060 | 19,034 | 13,99,828 | 762 | 299,063 | 4 10 4 |
| 1,838'04 | " " 5th Oct. ... | 407,969 | 4,09,315 | 56,95,173 | 9,70,466 | 22,651 | 14,02,432 | 763 | 301,843 | 4 10 9 |
| 1,838'04 | " " 12th " | 397,210 | 3,98,637 | 56,19,322 | 9,70,397 | 19,038 | 13,88,083 | 755 | 297,064 | 4 2 7 |
| | Totals up to date ... | 5,866,469 | 60,51,127 | 7,72,35,416 | 1,35,64,109 | 3,04,113 | 1,99,19,350 | 729 | 4,546,847 | 4 2 7 |

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902 on 22.25 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 22,632 | 5,681 10 0 | 15,969 30 | 663 9 0 | 8 0 0 | 6,353 3 0 | 1,098 | 90 | 1,188 |
| Per mile of railway ... | ..... | 255 9 4 | ..... | 29 13 7 | 0 5 9 | 285 12 8 | ..... | ..... | ..... |
| For previous 13½ weeks of half-year. | 278,541 | 65,267 8 0 | 2,23,214 20 | 7,423 9 0 | 108 0 0 | 72,799 1 0 | 15,110 | 1,252 | 16,368 |
| Total for 14½ weeks ... | 302,173 | 70,949 2 0 | 2,39,184 10 | 8,087 2 0 | 116 0 0 | 79,152 4 0 | 16,214 | 1,342 | 17,556 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 22,165 | 4,950 8 10 | 21,659 10 | 892 5 0 | 4 3 6 | 5,847 1 4 | 1,020 | 168 | 1,188 |
| Per mile of railway corresponding week of previous year. | ..... | 223 11 3 | ..... | 40 2 2 | 0 3 0 | 263 0 5 | ..... | ..... | ..... |
| Total for corresponding 14½ weeks of previous year. | 309,066 | 69,212 13 0 | 1,55,342 10 | 6,135 1 0 | 111 11 0 | 75,459 9 0 | 16,581 | 1,151 | 17,732 |

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-----------------------|--------------------|--------|----------------------------------|-------|-----------------|--------|----------------------|----------------|-----------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| | | | | | | | | | Rs. A. P. | Rs. A. P. |
| 22.23 | 12 days of July ... | 40,661 | 10,019 | 72,607 | 1,575 | 10 | 11,604 | 522 | 2,068 | 5 9 9 |
| 22.23 | Week ended 19th " ... | 31,057 | 6,929 | 10,687 | 403 | 10 | 7,342 | 330 | 1,232 | 5 15 4 |
| 22.23 | " " 26th " ... | 23,847 | 5,357 | 19,055 | 504 | 6 | 5,867 | 264 | 1,188 | 4 15 0 |
| 22.23 | " " 3rd August ... | 16,896 | 3,780 | 8,881 | 334 | 11 | 4,105 | 185 | 1,188 | 3 7 3 |
| 22.23 | " " 9th " ... | 19,493 | 4,747 | 7,568 | 859 | 5 | 5,611 | 252 | 1,188 | 4 11 7 |
| 22.23 | " " 16th " ... | 20,417 | 4,888 | 5,734 | 240 | 13 | 5,141 | 231 | 1,188 | 4 5 3 |
| 22.23 | " " 23rd " ... | 18,209 | 4,081 | 8,803 | 372 | 7 | 4,460 | 201 | 1,188 | 3 12 1 |
| 22.23 | " " 30th " ... | 15,615 | 3,454 | 8,619 | 372 | 9 | 3,835 | 173 | 1,188 | 3 3 8 |
| 22.23 | " " 6th Sept. ... | 16,265 | 3,915 | 22,071 | 568 | 6 | 4,488 | 202 | 1,188 | 3 12 5 |
| 22.23 | " " 13th " ... | 19,184 | 4,213 | 12,574 | 439 | 8 | 4,653 | 205 | 1,188 | 3 13 4 |
| 22.23 | " " 20th " ... | 17,085 | 4,067 | 13,778 | 478 | 8 | 4,567 | 223 | 1,188 | 4 2 11 |
| 22.23 | " " 27th " ... | 19,392 | 4,388 | 15,178 | 571 | 8 | 6,166 | 277 | 1,188 | 5 3 1 |
| 22.23 | " " 4th Oct. ... | 21,720 | 5,449 | 17,759 | 709 | 8 | 6,353 | 286 | 1,188 | 5 5 7 |
| 22.23 | " " 11th " ... | 22,632 | 5,682 | 15,970 | 663 | 8 | | | | |
| | Totals up to date ... | 302,173 | 70,949 | 2,39,184 | 8,087 | 116 | 79,152 | 242 | 17,556 | 4 8 2 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | | | | | | | | | |
|-------|-----------------------|--------------------|--------|----------|-------|-----|--------|-----|--------|---------|
| 22.23 | 13 days of July ... | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| 22.23 | Week ended 20th " ... | 41,388 | 9,910 | 20,302 | 786 | 18 | 10,714 | 483 | 2,244 | 4 12 5 |
| 22.23 | " " 27th " ... | 19,522 | 4,533 | 5,910 | 267 | 8 | 4,808 | 216 | 1,188 | 4 0 9 |
| 22.23 | " " 3rd August ... | 30,403 | 6,411 | 7,351 | 310 | 6 | 727 | 303 | 1,232 | 5 7 4 |
| 22.23 | " " 10th " ... | 24,864 | 5,489 | 5,596 | 254 | 5 | 5,728 | 258 | 1,188 | 4 13 2 |
| 22.23 | " " 17th " ... | 1,089 | 4,807 | 6,937 | 312 | 10 | 5,129 | 231 | 1,188 | 4 5 1 |
| 22.23 | " " 24th " ... | 19,154 | 4,434 | 7,207 | 276 | 8 | 4,718 | 212 | 1,188 | 3 15 7 |
| 22.23 | " " 31st " ... | 18,080 | 3,901 | 8,841 | 291 | 6 | 4,198 | 189 | 1,188 | 3 8 6 |
| 22.23 | " " 7th Sept. ... | 19,503 | 4,339 | 8,683 | 364 | 9 | 4,712 | 212 | 1,188 | 3 15 6 |
| 22.23 | " " 14th " ... | 14,501 | 3,198 | 7,316 | 278 | 7 | 3,485 | 157 | 1,188 | 2 14 11 |
| 22.23 | " " 21st " ... | 20,350 | 4,586 | 13,302 | 471 | 11 | 4,745 | 213 | 1,188 | 3 15 11 |
| 22.23 | " " 28th " ... | 18,575 | 4,440 | 13,802 | 537 | 9 | 4,986 | 224 | 1,188 | 4 3 2 |
| 22.23 | " " 5th Oct. ... | 19,831 | 4,451 | 19,187 | 782 | 7 | 5,240 | 236 | 1,188 | 4 6 7 |
| 22.23 | " " 12th " ... | 22,165 | 4,951 | 21,659 | 892 | 4 | 5,847 | 263 | 1,188 | 4 14 9 |
| | Totals up to date ... | 309,066 | 69,213 | 1,55,342 | 6,135 | 111 | 75,459 | 228 | 17,732 | 4 4 1 |

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902 on 162·24 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|---------------|-----------------------------|-----------------|--------------------------|--------------|----------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 18,526 | 29,471 2 0 | 1,29,311 10 | 11,931 15 0 | 51 0 0 | 32,454 1 0 | 10,399 | 4,238 | 14,637 |
| Or per mile of railway ... | ... | 126 2 10 | ... | 73 8 9 | 0 5 0 | 200 0 7 | ... | ... | ... |
| For previous 13½ weeks of half-year | 285,019 | 2,41,405 10 0 | 19,63,273 10 | 1,42,908 11 0 | 637 0 0 | 3,84,951 5 0 | 119,792 | 60,239 | 180,031 |
| Total for 14½ weeks ... | 303,545 | 2,61,876 12 0 | 20,92,584 20 | 1,54,840 10 0 | 688 0 0 | 4,17,405 6 0 | 130,191 | 64,477 | 194,668 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 17,978½ | 19,328 11 2 | 1,17,718 30 | 14,722 10 0 | 47 11 3 | 34,099 0 6 | 8,195 | 3,459 | 11,654 |
| Per mile of railway corresponding week of previous year. | ... | 119 2 2 | ... | 90 11 11 | 0 4 9 | 210 2 10 | ... | ... | ... |
| Total for corresponding 13½ weeks of previous year. | 303,501½ | 2,71,966 10 0 | 18,21,917 30 | 1,84,973 4 2 | 726 5 6 | 4,57,666 3 8 | 119,284½ | 55,171 | 174,455½ |

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-------------------|--------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|--------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
| * 1902-24 | 12 days of July | 40,898 | 31,091 | 1,48,494 | 19,647 | 93 | 51,831 | 319 | 22,783 | 1 4 1 |
| * 1902-24 | Week ended 19th " | 22,411 | 17,992 | 5,62,416 | 15,268 | 42 | 33,272 | 205 | 13,797 | 2 6 1 |
| * 1902-24 | " " 26th " | 28,297 | 22,107 | 1,02,087 | 8,894 | 32 | 31,933 | 191 | 13,778 | 2 4 6 |
| * 1902-24 | " " 2nd Aug. | 20,154 | 15,926 | 1,00,992 | 7,715 | 40 | 23,681 | 146 | 13,472 | 1 11 1 |
| * 1902-24 | " " 9th " | 21,716 | 17,112 | 92,516 | 7,445 | 58 | 24,615 | 152 | 12,810 | 1 14 9 |
| * 1902-24 | " " 16th " | 21,536 | 16,868 | 94,439 | 9,650 | 48 | 26,536 | 164 | 12,376 | 2 3 4 |
| * 1902-24 | " " 23rd " | 19,721 | 14,376 | 2,79,113 | 13,016 | 59 | 27,451 | 169 | 13,233 | 2 1 2 |
| * 1902-24 | " " 30th " | 20,452 | 20,818 | 97,409 | 10,494 | 47 | 31,359 | 193 | 12,762 | 2 1 4 |
| * 1902-24 | " " 6th Sept. | 18,946 | 16,656 | 89,408 | 8,899 | 30 | 25,555 | 158 | 13,558 | 1 11 2 |
| * 1902-24 | " " 13th " | 21,535 | 17,066 | 96,074 | 7,436 | 48 | 24,544 | 151 | 12,571 | 1 11 2 |
| * 1902-24 | " " 20th " | 18,476 | 17,423 | 80,116 | 9,561 | 44 | 27,028 | 167 | 12,488 | 2 2 8 |
| * 1902-24 | " " 27th " | 15,791 | 14,948 | 1,09,468 | 13,312 | 51 | 28,311 | 175 | 12,287 | 2 4 9 |
| * 1902-24 | " " 4th Oct. | 17,456 | 18,053 | 1,14,652 | 11,692 | 51 | 29,795 | 183 | 14,206 | 2 1 8 |
| * 1902-24 | " " 11th " | 18,526 | 29,471 | 1,29,311 | 11,932 | 51 | 32,454 | 200 | 14,637 | 2 3 4 |
| | Totals up to date | 303,545 | 2,61,877 | 20,92,585 | 1,54,841 | 688 | 4,17,405 | 175 | 194,668 | 2 2 4 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
|---------|-------------------|--------------------|----------|-----------|----------|-----|----------|-----|---------|--------|
| 1902-24 | 13 days of July | 41,383 | 31,192 | 3,15,899 | 30,744 | 82 | 62,918 | 383 | 21,945 | 2 13 3 |
| 1902-24 | Week ended 26th " | 23,979 | 17,801 | 88,131 | 10,705 | 49 | 28,555 | 176 | 11,711 | 2 7 0 |
| 1902-24 | " " 27th " | 21,034 | 18,927 | 85,877 | 10,692 | 43 | 29,662 | 179 | 11,234 | 2 3 5 |
| 1902-24 | " " 3rd Aug. | 21,532 | 22,416 | 94,592 | 11,812 | 60 | 34,288 | 211 | 11,563 | 2 9 7 |
| 1902-24 | " " 10th " | 19,225 | 19,225 | 1,98,344 | 11,540 | 34 | 30,799 | 190 | 11,860 | 2 9 6 |
| 1902-24 | " " 17th " | 19,937 | 18,073 | 1,02,422 | 8,466 | 45 | 24,557 | 152 | 12,104 | 2 5 9 |
| 1902-24 | " " 24th " | 20,400 | 15,231 | 61,939 | 10,682 | 35 | 25,946 | 160 | 11,002 | 2 5 9 |
| 1902-24 | " " 31st " | 19,678 | 16,611 | 72,947 | 8,726 | 56 | 25,393 | 157 | 13,530 | 1 14 0 |
| 1902-24 | " " 7th Sept. | 18,548 | 15,493 | 1,66,223 | 9,319 | 61 | 24,822 | 133 | 11,553 | 2 2 2 |
| 1902-24 | " " 14th " | 17,883 | 16,763 | 73,573 | 10,929 | 59 | 27,741 | 171 | 11,534 | 2 6 4 |
| 1902-24 | " " 21st " | 19,760 | 21,113 | 1,97,932 | 16,548 | 64 | 37,725 | 223 | 11,800 | 3 0 1 |
| 1902-24 | " " 28th " | 18,510 | 19,772 | 1,01,202 | 16,013 | 42 | 35,827 | 221 | 11,871 | 3 4 1 |
| 1902-24 | " " 5th Oct. | 20,404 | 20,032 | 1,55,207 | 16,674 | 48 | 36,734 | 227 | 11,293 | 2 14 7 |
| 1902-24 | " " 12th " | 17,979 | 19,829 | 1,17,719 | 14,723 | 47 | 34,009 | 210 | 11,654 | 2 14 7 |
| | Totals up to date | 303,502 | 2,71,967 | 18,21,818 | 1,84,973 | 726 | 4,57,666 | 190 | 174,456 | 2 10 0 |

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902 on 78·76 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|-----------------------|----------------------------------|---------------------|-----------------------------|----------------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week ... | 12,281* | Rs. A. P. 6,917 13 0* | Mds. s. 52,874 30 | Rs. A. P. 3,471 6 0 | Rs. A. P. 11 0 0 | Rs. A. P. 10,400 3 0 | 1,765 | 1,593 | 3,288 |
| Per mile of railway ... | ..... | 87 13 4 | ..... | 44 1 2 | 0 2 3 | 132 0 9 | ..... | ..... | ..... |
| For previous 13½ weeks of half-year | 173,598 | 92,429 4 0 | 5,30,663 20 | 32,952 5 0 | 176 0 0 | 1,25,657 9 0 | 26,021 | 15,474 | 41,495 |
| Total for 14½ weeks | 185,879 | 99,347 1 0 | 5,83,538 10 | 36,423 11 0 | 187 0 0 | 1,35,957 12 0 | 27,786 | 16,997 | 44,783 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 18,677 | 11,430 9 10 | 25,326 20 | 2,147 9 0 | 11 15 0 | 13,590 1 10 | 2,132 | 1,175½ | 3,307½ |
| Per mile of railway corresponding week of previous year | ..... | 145 2 2 | ..... | 27 4 3 | 0 2 5 | 172 8 10 | ..... | ..... | ..... |
| Total for corresponding 14½ weeks of previous year | 251,323½ | 1,24,839 14 0 | 5,35,715 30 | 37,730 13 0 | 240 7 3 | 1,62,811 2 3 | 31,267½ | 18,562 | 49,829½ |

* The decrease is due to "Pitri Pakha Mela" held at Gya in the corresponding period of 1901.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-------------------|--------------------|--------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| *7876 | 12 days of July | 23,554 | 12,210 | 78,897 | 4,678 | 40 | 16,828 | 214 | 4,961 | 3 6 3 |
| *7876 | Week ended 19th " | 12,311 | 6,581 | 33,422 | 2,135 | 8 | 8,724 | 111 | 2,678 | 3 4 1 |
| *7876 | " " 26th " | 11,735 | 5,894 | 41,404 | 2,348 | 9 | 8,251 | 105 | 2,835 | 2 14 7 |
| *7876 | " " 2nd Aug. | 12,264 | 6,090 | 53,575 | 3,210 | 11 | 9,221 | 117 | 2,835 | 3 4 0 |
| *7876 | " " 9th " | 10,679 | 5,512 | 28,578 | 2,009 | 18 | 7,339 | 93 | 2,914 | 2 8 4 |
| *7876 | " " 16th " | 9,868 | 4,830 | 25,627 | 2,353 | 11 | 7,233 | 92 | 2,599 | 2 12 6 |
| *7876 | " " 23rd " | 9,464 | 4,706 | 31,775 | 2,344 | 6 | 7,056 | 90 | 2,605 | 2 11 4 |
| *7876 | " " 30th " | 9,081 | 4,648 | 36,395 | 2,535 | 15 | 7,198 | 91 | 3,385 | 2 2 0 |
| *7876 | " " 6th Sept. | 8,817 | 4,731 | 28,076 | 1,990 | 12 | 6,723 | 85 | 3,255 | 2 1 1 |
| *7876 | " " 13th " | 9,966 | 5,357 | 30,188 | 1,859 | 12 | 7,228 | 92 | 2,599 | 2 12 6 |
| *7876 | " " 20th " | 14,110 | 7,739 | 36,275 | 2,054 | 13 | 9,805 | 125 | 3,327 | 2 15 2 |
| *7876 | " " 27th " | 18,900 | 11,337 | 41,110 | 2,515 | 11 | 13,903 | 177 | 3,426 | 4 0 11 |
| *7876 | " " 4th Oct. | 22,849 | 13,054 | 45,342 | 2,994 | 11 | 16,059 | 204 | 4,075 | 3 15 1 |
| *7876 | " " 11th " | 12,281 | 6,918 | 52,874 | 3,471 | 11 | 10,400 | 132 | 3,288 | 3 2 7 |
| | Totals up to date | 185,879 | 99,347 | 5,83,538 | 36,424 | 187 | 1,35,958 | 117 | 44,783 | 3 0 7 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded:

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
|-------|-------------------|--------------------|----------|----------|--------|-----|----------|-----|--------|-----------------|
| *7876 | 13 days of July | 20,350 | 10,058 | 87,747 | 6,177 | 24 | 16,259 | 206 | 6,143 | 2 10 4 |
| *7876 | Week ended 20th " | 12,298 | 5,865 | 50,236 | 3,121 | 8 | 8,994 | 114 | 3,307 | 2 11 6 |
| *7876 | " " 27th " | 19,907 | 8,083 | 49,002 | 2,883 | 18 | 10,984 | 139 | 3,308 | 3 5 2 |
| *7876 | " " 3rd Aug. | 32,988 | 13,656 | 51,096 | 3,215 | 14 | 16,885 | 214 | 3,386 | 4 15 9 |
| *7876 | " " 10th " | 31,942 | 13,849 | 49,144 | 3,542 | 34 | 17,425 | 221 | 3,307 | 5 4 3 |
| *7876 | " " 17th " | 23,221 | 11,728 | 38,833 | 2,740 | 21 | 14,489 | 184 | 3,308 | 4 6 1 |
| *7876 | " " 24th " | 11,546 | 6,212 | 35,066 | 2,906 | 20 | 9,138 | 116 | 3,307 | 2 12 2 |
| *7876 | " " 31st " | 10,625 | 5,616 | 28,040 | 1,812 | 15 | 7,443 | 95 | 3,308 | 2 4 0 |
| *7876 | " " 7th Sept. | 10,142 | 5,643 | 23,630 | 1,702 | 11 | 7,356 | 93 | 3,405 | 2 2 6 |
| *7876 | " " 14th " | 10,423 | 5,566 | 17,879 | 1,394 | 11 | 6,971 | 89 | 3,386 | 2 0 11 |
| *7876 | " " 21st " | 11,084 | 5,126 | 27,075 | 2,059 | 17 | 7,202 | 91 | 3,308 | 2 2 10 |
| *7876 | " " 28th " | 17,405 | 9,196 | 28,298 | 2,127 | 15 | 11,338 | 144 | 3,465 | 3 4 4 |
| *7876 | " " 5th Oct. | 20,731 | 12,511 | 24,385 | 1,905 | 21 | 14,737 | 187 | 3,534 | 4 2 11 |
| *7876 | " " 12th " | 18,677 | 11,431 | 25,327 | 2,143 | 11 | 13,590 | 173 | 3,308 | 4 1 9 |
| | Totals up to date | 251,329 | 1,24,840 | 5,35,716 | 37,731 | 240 | 1,62,811 | 139 | 49,830 | 3 4 2 |

* Audited figures.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 18th 1902 October on 1,913.28 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|------------------|-----------------------------|-----------------|--------------------------|--------------|------------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | (a) | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 350,637 | 3,78,633 0 0 | 40,83,882 10 | 6,71,444 0 0 | 18,017 0 0 | 10,68,994 0 0 | 113,329 | 193,224 | 306,553 |
| Or per mile of railway ... | 197 14 4 | 197 14 4 | ..... | 350 15 0 | 9 14 3 | 558 11 7 | ..... | ..... | ..... |
| For previous 14½ weeks of half-year. | 5,465,401 | 52,89,794 3 0 | 7,11,68,355 10 | 1,12,70,559 2 0 | 3,09,517 0 0 | 1,68,69,870 5 0 | 1,623,176 | 2,936,718 | 4,559,894 |
| Total for 15½ weeks ... | 5,816,038 | 56,68,427 3 0 | 7,52,52,237 20 | 1,19,42,003 2 0 | 3,28,434 0 0 | 1,79,38,864 5 0 | 1,736,505 | 2,750,012 | 4,486,517 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 404,620½ | 4,37,432 4 1 | 52,20,642 30 | 8,94,019 13 9 | 23,725 14 5 | 13,55,178 0 3 | 110,290½ | 182,436½ | 292,727 |
| Per mile of railway corresponding week of previous year. | ..... | 237 15 10 | ..... | 486 6 5 | 12 14 6 | 737 4 9 | ..... | ..... | ..... |
| Total for corresponding 15½ weeks of previous year. | 6,271,089 | 64,88,559 14 6 | 8,24,56,059 0 | 1,44,58,128 15 5 | 3,27,838 8 8 | 2,12,74,527 6 7 | 1,740,433½ | 3,009,081 | 4,800,514½ |

(a) The decrease is in outward passenger traffic, chiefly from stations in "A" and "B" districts.
(b) The decrease is chiefly in coal traffic.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of Railway. | Train mileage. | |
|-----------------------|--------------------------|--------------------|-----------|----------------------------------|-------------|-----------------|-------------|----------------------|----------------|-----------------|
| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| *1,913'40 | 12 days of July ... | 716,003 | 6,65,787 | 86,38,982 | 14,63,289 | 31,611 | 21,60,687 | 1,129 | 509,575 | 4 3 10 |
| *1,913'40 | Week ended 18th July ... | 441,138 | 3,78,481 | 47,42,891 | 8,02,446 | 16,085 | 11,37,612 | 626 | 288,531 | 4 2 6 |
| " | " 26th " ... | 370,267 | 3,75,896 | 45,69,618 | 7,07,433 | 16,816 | 11,00,675 | 575 | 279,923 | 3 15 1 |
| *1,913'40 | " 2nd August ... | 345,725 | 3,51,083 | 49,81,101 | 7,36,933 | 28,773 | 10,86,789 | 568 | 285,468 | 3 12 11 |
| " | " 9th " ... | 353,308 | 3,56,968 | 46,08,039 | 7,26,710 | 27,520 | 10,81,198 | 565 | 277,533 | 3 14 4 |
| *1,913'40 | " 16th " ... | 361,659 | 3,58,320 | 47,51,171 | 7,35,191 | 22,466 | 10,95,977 | 573 | 273,199 | 4 0 2 |
| " | " 23rd " ... | 358,929 | 3,17,094 | 41,55,743 | 6,09,506 | 18,780 | 10,02,380 | 524 | 270,291 | 3 11 4 |
| *1,913'40 | " 30th " ... | 317,170 | 3,29,535 | 44,57,208 | 7,34,908 | 20,326 | 10,84,660 | 567 | 288,559 | 3 12 1 |
| 1,913'40 | " 6th Sept. ... | 318,807 | 3,17,202 | 49,80,675 | 7,94,412 | 28,365 | 11,39,979 | 596 | 299,274 | 3 12 11 |
| " | " 13th " ... | 336,039 | 3,19,833 | 49,73,705 | 7,72,718 | 22,948 | 11,15,549 | 583 | 292,007 | 3 13 1 |
| 1,913'40 | " 20th " ... | 387,899 | 3,86,571 | 47,57,124 | 7,29,944 | 19,841 | 11,36,356 | 594 | 284,073 | 4 0 0 |
| 1,913'28 | " 27th " ... | 380,573 | 3,88,232 | 51,49,946 | 8,07,550 | 17,898 | 12,13,680 | 634 | 285,083 | 4 1 1 |
| 1,913'28 | " 4th Oct. ... | 398,275 | 4,29,979 | 57,03,800 | 8,46,501 | 18,744 | 12,95,223 | 677 | 292,556 | 4 0 10 |
| " | " 11th " ... | 379,079 | 3,94,863 | 47,21,322 | 7,46,098 | 18,744 | 11,59,705 | 606 | 294,063 | 3 15 0 |
| 1,913'28 | " 18th " ... | 350,637 | 3,78,633 | 40,83,882 | 6,71,444 | 18,917 | 10,68,994 | 559 | 266,623 | 4 0 2 |
| Totals up to date ... | | 5,816,038 | 56,68,427 | 7,52,52,237 | 1,19,42,003 | 3,28,434 | 1,79,38,864 | 597 | 4,486,517 | 4 0 0 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | | | | | | | | | |
|-----------------------|--------------------------|--------------------|-----------|-------------|-------------|----------|-------------|-------|------------|-----------------|
| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| 1,837'46 | 13 days of July ... | 707,203 | 7,02,573 | 1,04,38,391 | 18,92,791 | 34,036 | 26,89,400 | 1,464 | 586,902 | 4 9 4 |
| 1,837'79 | Week ended 20th July ... | 385,819 | 3,75,644 | 54,41,787 | 9,82,248 | 19,452 | 13,77,344 | 749 | 325,917 | 4 3 7 |
| 1,838'04 | " 27th " ... | 436,037 | 4,34,998 | 50,18,440 | 9,75,870 | 20,231 | 14,31,099 | 779 | 325,316 | 4 6 5 |
| 1,838'04 | " 3rd August ... | 427,584 | 4,86,766 | 52,95,540 | 9,67,492 | 19,932 | 14,74,210 | 802 | 335,217 | 4 6 4 |
| 1,838'04 | " 10th " ... | 418,883 | 4,53,900 | 53,28,299 | 8,91,256 | 20,579 | 13,65,744 | 743 | 319,146 | 4 6 4 |
| 1,838'04 | " 17th " ... | 398,098 | 4,41,653 | 51,37,112 | 8,18,702 | 21,789 | 12,82,144 | 698 | 301,468 | 4 6 0 |
| 1,838'04 | " 24th " ... | 358,115 | 3,35,888 | 44,31,865 | 8,01,862 | 21,047 | 11,58,797 | 630 | 289,070 | 4 2 4 |
| 1,838'04 | " 31st " ... | 381,650 | 3,45,475 | 50,08,446 | 8,60,264 | 20,035 | 12,25,774 | 667 | 295,548 | 4 3 1 |
| 1,838'04 | " 7th Sept. ... | 366,452 | 3,74,375 | 51,54,918 | 8,13,680 | 18,184 | 12,06,239 | 656 | 287,726 | 4 5 2 |
| 1,838'04 | " 14th " ... | 373,976 | 3,93,121 | 48,88,630 | 8,16,504 | 23,741 | 12,39,366 | 671 | 295,479 | 4 5 4 |
| 1,838'04 | " 21st " ... | 358,471 | 3,72,009 | 48,86,837 | 8,83,527 | 24,354 | 12,84,890 | 699 | 296,548 | 4 10 11 |
| 1,838'04 | " 28th " ... | 449,011 | 4,63,744 | 48,90,636 | 9,14,050 | 19,034 | 13,99,828 | 762 | 301,843 | 4 10 4 |
| 1,838'04 | " 5th Oct. ... | 407,960 | 4,09,315 | 56,95,173 | 9,70,466 | 22,651 | 14,02,432 | 763 | 297,064 | 4 10 9 |
| " | " 12th " ... | 397,210 | 3,98,657 | 56,19,332 | 9,70,397 | 19,023 | 13,88,083 | 755 | 297,064 | 4 10 1 |
| 1,838'04 | " 19th " ... | 404,620 | 4,37,432 | 52,20,643 | 8,94,020 | 23,726 | 13,55,178 | 737 | 292,667 | 4 6 4 |
| Totals up to date ... | | 6,271,089 | 64,88,559 | 8,24,56,059 | 1,44,58,129 | 3,27,839 | 2,12,74,527 | 730 | 4,800,514½ | 4 6 4 |

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 18th October 1902 on 22·23 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|------------------------|----------------------------------|----------------------|-----------------------------|------------------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week ... | 22,370 | Rs. A. P. 5,447 2 0 | Mds. s. 17,156 10 | Rs. A. P. 716 4 0 | Rs. A. P. 8 0 0 | Rs. A. P. 6,171 6 0 | 1,092 | 96 | 1,188 |
| Or per mile of railway ... | 302,173 | 70,949 2 0 | 2,30,184 10 | 8,087 2 0 | 116 0 0 | 79,152 4 0 | 16,214 | 1,342 | 17,556 |
| For previous 14½ weeks of half-year | | | | | | | | | |
| Total for 15½ weeks ... | 325,043 | * 76,396 4 0 | 2,56,340 20 | 8,803 6 0 | 124 0 0 | 85,323 10 0 | 17,306 | 1,438 | 18,744 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 24,000½ | 5,588 15 11 | 17,113 30 | 735 4 0 | 6 8 9 | 6,330 12 8 | 1,072 | 116 | 1,188 |
| Per mile of railway corresponding week of previous year. | ..... | 251 6 9 | ..... | 33 1 2 | 0 4 8 | 284 12 7 | ..... | ..... | ..... |
| Total for corresponding 15½ weeks of previous year. | 333,066½ | 74,901 12 11 | 1,72,456 10 | 6,870 5 0 | 118 3 9 | 81,790 5 8 | 17,653 | 1,907 | 18,920 |

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|--------------------------|--------------------|--------|----------------------------------|-------|-----------------|--------|----------------------|----------------|--------------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | | | | No. | Rate. |
| 22-23 | 12 days of July ... | 40,661 | 10,019 | 72,607 | 1,575 | 10 | 11,604 | Rs. | 522 | Rs. A. P. 5 9 9 |
| 22-23 | Week ended 19th July ... | 31,057 | 6,929 | 10,687 | 403 | 10 | 7,342 | 330 | 1,232 | 5 15 4 |
| 22-23 | " " 29th " ... | 22,847 | 5,357 | 10,055 | 504 | 6 | 5,867 | 264 | 1,188 | 4 15 0 |
| 22-23 | " " 30th August ... | 16,896 | 3,760 | 8,881 | 334 | 11 | 4,105 | 185 | 1,188 | 3 7 3 |
| 22-23 | " " 9th " ... | 19,493 | 4,747 | 7,568 | 589 | 5 | 5,611 | 252 | 1,188 | 4 11 7 |
| 22-23 | " " 16th " ... | 20,417 | 4,888 | 5,734 | 240 | 13 | 5,141 | 231 | 1,188 | 4 5 3 |
| 22-23 | " " 23rd " ... | 18,209 | 4,081 | 8,803 | 372 | 7 | 4,460 | 201 | 1,188 | 3 12 1 |
| 22-23 | " " 30th " ... | 15,615 | 3,454 | 8,519 | 372 | 9 | 3,835 | 173 | 1,188 | 3 3 8 |
| 22-23 | " " 6th Sept. ... | 16,265 | 3,915 | 22,071 | 568 | 5 | 4,488 | 202 | 1,188 | 3 12 5 |
| 22-23 | " " 13th " ... | 19,184 | 4,213 | 12,574 | 439 | 8 | 4,660 | 210 | 1,188 | 3 14 9 |
| 22-23 | " " 20th " ... | 17,685 | 4,067 | 13,778 | 478 | 8 | 4,553 | 205 | 1,188 | 3 13 4 |
| 22-23 | " " 27th " ... | 19,392 | 4,388 | 15,178 | 571 | 8 | 4,967 | 223 | 1,188 | 4 2 11 |
| 22-23 | " " 4th Oct. ... | 21,720 | 5,440 | 17,759 | 709 | 8 | 6,166 | 277 | 1,188 | 5 3 1 |
| 22-23 | " " 11th " ... | 22,632 | 5,682 | 15,970 | 663 | 8 | 6,353 | 286 | 1,188 | 5 5 7 |
| 22-23 | " " 18th " ... | 22,870 | 5,447 | 17,156 | 716 | 8 | 6,171 | 278 | 1,188 | 5 3 1 |
| | Totals up to date ... | 325,043 | 76,396 | 2,56,340 | 8,803 | 124 | 85,323 | 244 | 18,744 | 4 8 10 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. |
|-------|--------------------------|--------------------|--------|----------|-------|-----|--------|-----|--------|---------------------|
| | | | | | | | | | | |
| 22-23 | 13 days of July ... | 41,388 | 9,910 | 20,302 | 786 | 18 | 10,714 | 482 | 2,244 | Rs. A. P. 4 12 5 |
| 22-23 | Week ended 20th July ... | 19,522 | 4,533 | 5,910 | 267 | 8 | 4,808 | 216 | 1,188 | 4 0 9 |
| 22-23 | " " 27th " ... | 30,403 | 6,411 | 7,351 | 310 | 6 | 727 | 303 | 1,232 | 5 7 4 |
| 22-23 | " " 3rd August ... | 24,564 | 5,489 | 5,586 | 234 | 5 | 5,728 | 258 | 1,188 | 4 12 2 |
| 22-23 | " " 10th " ... | 21,089 | 4,807 | 6,937 | 312 | 10 | 5,129 | 231 | 1,188 | 4 5 1 |
| 22-23 | " " 17th " ... | 19,154 | 4,434 | 7,207 | 276 | 8 | 4,718 | 212 | 1,188 | 3 15 7 |
| 22-23 | " " 24th " ... | 18,080 | 3,901 | 8,841 | 291 | 6 | 4,198 | 189 | 1,188 | 3 8 6 |
| 22-23 | " " 31st " ... | 19,603 | 4,339 | 8,683 | 364 | 9 | 4,712 | 212 | 1,188 | 3 15 6 |
| 22-23 | " " 7th Sept. ... | 14,501 | 3,198 | 7,316 | 278 | 7 | 3,483 | 157 | 1,188 | 2 14 11 |
| 22-23 | " " 14th " ... | 20,350 | 4,263 | 13,32 | 471 | 11 | 4,745 | 213 | 1,188 | 3 15 11 |
| 22-23 | " " 21st " ... | 18,575 | 4,086 | 9,259 | 335 | 3 | 4,424 | 199 | 1,188 | 3 11 7 |
| 22-23 | " " 28th " ... | 19,641 | 4,440 | 13,802 | 537 | 9 | 4,985 | 224 | 1,188 | 4 3 2 |
| 22-23 | " " 5th Oct. ... | 19,831 | 4,451 | 19,187 | 782 | 7 | 5,240 | 236 | 1,188 | 4 6 7 |
| 22-23 | " " 12th " ... | 22,165 | 4,951 | 21,659 | 692 | 4 | 5,647 | 263 | 1,188 | 4 14 9 |
| 22-23 | " " 19th " ... | 24,001 | 5,589 | 17,114 | 735 | 7 | 6,331 | 285 | 1,188 | 5 5 3 |
| | Totals up to date ... | 333,067 | 74,802 | 1,72,456 | 6,870 | 118 | 81,790 | 222 | 18,920 | 4 5 2 |

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 18th October 1902 on 162·24 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|-------------------------|----------------------------------|--------------------------|-----------------------------|-------------------------|--------------------------|--------------|----------|
| | No. of Passengers. | Coaching Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 20,558 | Rs. A. P. 21,178 8 0 | Mds. S. 1,67,461 20 | Rs. A. P. 17,727 12 0 | Rs. A. P. 51 0 0 | Rs. A. P. 38,957 4 0 | 9,763 | 4,417 | 14,180 |
| Or per mile of railway | ... | 130 8 7 | ... | 109 4 4 | 0 5 0 | 240 1 11 | ... | 64,477 | 194,668 |
| For previous 14½ weeks of half-year | 303,545 | 2,61,876 12 0 | 20,92,584 20 | 1,54,840 10 0 | 688 0 0 | 4,17,405 6 0 | 130,1 91 | 68,894 | 208,985 |
| Total for 15½ weeks | 324,103 | 2,83,055 4 0 | 22,60,046 0 | 1,72,568 6 0 | 739 0 0 | 4,56,362 10 0 | 139,954 | 68,894 | 208,848 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 19,583½ | 21,916 2 3 | 1,01,873 20 | 14,744 13 0 | 105 6 3 | 36,766 5 6 | 8,203½ | 3,257½ | 11,461 |
| Per mile of railway corresponding week of previous year. | ... | 13 1 4 | ... | 90 14 1 | 0 10 5 | 226 9 10 | ... | ... | ... |
| Total for corresponding 15½ weeks of previous year. | 323,085 | 2,93,882 12 3 | 19,23,691 10 | 1,99,718 1 2 | 831 11 9 | 4,94,432 9 2 | 127,485 | 5 8,418½ | 135,903½ |

1902. Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-------------------|-----------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|-----------------|
| | | Number of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| *162'24 | 12 days of July | 40,898 | 38,091 | 1,43,494 | 19,647 | 93 | 51,831 | 319 | 22,783 | 2 4 5 |
| *162'24 | Week ended 19th " | 22,411 | 27,062 | 5,62,416 | 15,268 | 42 | 32,372 | 205 | 13,707 | 2 6 19 |
| *162'24 | " " 26th " | 26,297 | 22,107 | 1,02,087 | 8,894 | 32 | 31,033 | 191 | 13,778 | 2 4 0 |
| *162'24 | " " 2nd Aug. | 20,154 | 15,926 | 1,00,992 | 7,715 | 40 | 23,681 | 146 | 13,472 | 1 12 1 |
| *162'24 | " " 9th " | 21,710 | 17,112 | 92,516 | 7,445 | 58 | 24,615 | 152 | 12,819 | 1 14 9 |
| *162'24 | " " 16th " | 21,536 | 16,868 | 94,439 | 9,650 | 48 | 26,566 | 164 | 12,376 | 2 3 4 |
| *162'24 | " " 23rd " | 19,721 | 14,376 | 2,79,113 | 13,016 | 59 | 27,451 | 169 | 13,233 | 2 1 3 |
| *162'24 | " " 30th " | 20,452 | 20,818 | 97,499 | 10,494 | 47 | 31,359 | 193 | 12,762 | 2 7 4 |
| 162'24 | " " 6th Sept. | 18,646 | 16,656 | 89,408 | 8,869 | 30 | 25,555 | 158 | 13,558 | 1 14 5 |
| 162'24 | " " 13th " | 21,535 | 17,066 | 96,074 | 7,436 | 42 | 24,544 | 151 | 12,571 | 1 15 1 |
| 162'24 | " " 20th " | 18,476 | 17,423 | 80,116 | 9,561 | 44 | 27,028 | 167 | 12,488 | 2 2 8 |
| 162'24 | " " 27th " | 15,721 | 14,948 | 1,09,468 | 13,312 | 51 | 28,311 | 175 | 12,287 | 2 4 10 |
| 162'24 | " " 4th Oct. | 17,456 | 18,053 | 1,10,952 | 11,002 | 51 | 29,706 | 183 | 14,206 | 2 1 5 |
| 162'24 | " " 11th " | 18,586 | 20,417 | 1,29,311 | 11,9332 | 51 | 32,454 | 200 | 14,637 | 2 3 6 |
| 162'24 | " " 18th " | 20,568 | 21,178 | 1,67,461 | 17,728 | 51 | 38,957 | 240 | 14,180 | 2 11 11 |
| | Totals up to date | 324,103 | 2,83,055 | 22,60,046 | 1,72,568 | 739 | 4,56,363 | 179 | 208,848 | 2 5 0 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | Number of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
|--------|-------------------|-----------------------|----------|-----------|----------|-----|----------|-----|---------|-----------------|
| 162'24 | 13 days of July | 41,383 | 51,192 | 5,15,809 | 30,744 | 82 | 62,018 | 382 | 21,945 | 2 13 3 |
| 162'24 | Week ended 20th " | 23,979 | 17,801 | 88,131 | 10,705 | 49 | 28,555 | 176 | 11,711 | 2 7 0 |
| 162'24 | " " 27th " | 22,024 | 18,927 | 85,877 | 10,092 | 43 | 29,062 | 179 | 11,234 | 2 9 5 |
| 162'24 | " " 3rd Aug. | 21,632 | 22,416 | 94,502 | 11,812 | 69 | 34,288 | 211 | 11,365 | 3 0 2 |
| 162'24 | " " 10th " | 21,687 | 19,225 | 1,08,344 | 11,540 | 34 | 30,769 | 190 | 11,860 | 2 9 7 |
| 162'24 | " " 17th " | 19,987 | 18,073 | 1,02,422 | 6,466 | 48 | 24,587 | 162 | 12,104 | 2 0 6 |
| 162'24 | " " 24th " | 20,400 | 16,231 | 61,930 | 10,682 | 33 | 25,946 | 160 | 11,002 | 2 5 9 |
| 162'24 | " " 31st " | 19,076 | 16,611 | 72,947 | 8,726 | 56 | 25,393 | 157 | 13,539 | 2 14 0 |
| 162'24 | " " 7th Sept. | 18,548 | 15,492 | 1,56,223 | 9,319 | 61 | 24,872 | 153 | 11,555 | 2 6 6 |
| 162'24 | " " 14th " | 17,833 | 16,753 | 73,573 | 10,929 | 59 | 27,741 | 171 | 11,534 | 3 3 5 |
| 162'24 | " " 21st " | 19,760 | 21,113 | 1,97,932 | 16,548 | 64 | 37,725 | 233 | 11,800 | 3 0 3 |
| 162'24 | " " 28th " | 18,310 | 19,772 | 1,01,202 | 16,013 | 42 | 35,827 | 221 | 11,871 | 3 4 1 |
| 162'24 | " " 5th Oct. | 20,404 | 20,032 | 1,55,207 | 16,674 | 48 | 36,754 | 227 | 11,293 | 2 14 7 |
| 162'24 | " " 12th " | 17,979 | 19,329 | 1,17,719 | 14,723 | 47 | 34,099 | 210 | 11,654 | 3 3 4 |
| 162'24 | " " 19th " | 19,583 | 21,916 | 1,01,873 | 14,745 | 105 | 36,766 | 227 | 11,461 | 2 10 7 |
| | Totals up to date | 323,085 | 2,93,883 | 19,23,691 | 1,99,718 | 831 | 4,94,432 | 192 | 186,917 | 2 10 7 |

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 18th October 1902 on 78.76 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|-------------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | (a) 12,383 | (a) 5,915 6 0 | 42,043 30 | 2,565 15 0 | 11 0 0 | 8,492 5 0 | 1,751 | 1,188 | 2,939 |
| Or per mile of railway ... | ... | 75 1 8 | ... | 32 9 3 | 0 2 3 | 107 13 2 | ... | ... | ... |
| For previous 14½ weeks of half-year | 185,879 | 99,347 1 0 | 5,83,538 10 | 36,423 11 0 | 187 0 0 | 1,35,957 12 0 | 27,786 | 16,997 | 44,783 |
| Total for 15½ weeks | 198,262 | 1,05,262 7 0 | 6,25,582 0 | 38,989 10 0 | 198 0 0 | 1,44,450 1 0 | 29,537 | 18,185 | 47,722 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 17,320½ | 9,944 5 1 | 32,521 10 | 2,410 5 0 | 24 9 9 | 12,379 3 10 | 2,311½ | 1,311 | 3,622½ |
| Per mile of railway corresponding week of previous year ... | ... | 126 4 2 | ... | 30 9 8 | 0 5 0 | 157 2 10 | ... | ... | ... |
| Total for corresponding 15½ weeks of previous year | 268,649 | 1,34,784 3 1 | 5,68,237 0 | 40,141 2 0 | 265 1 0 | 1,75,190 6 1 | 33,579 | 19,873 | 53,452 |

(a) The decrease is due to " Pitri Pakha Mela " held at Gaya in the corresponding period of 1901.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|---------------|-----------------------|-----------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------------|
| | | Number of passengers. | Rs. | Mds. | Rs. * | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| *78.76 | 12 days of July ... | 23,554 | 12,210 | 70,897 | 4,678 | 40 | 16,828 | 214 | 4,961 | 3 6 3 |
| *78.76 | Week ended 19th " ... | 12,311 | 6,581 | 33,422 | 2,135 | 8 | 8,724 | 111 | 2,678 | 3 4 1 |
| *78.76 | " " 28th " ... | 11,735 | 5,894 | 41,404 | 2,348 | 9 | 8,251 | 105 | 2,835 | 2 14 7 |
| *78.76 | " " 2nd Aug. ... | 12,264 | 6,000 | 53,575 | 3,210 | 11 | 9,221 | 117 | 2,835 | 3 4 0 |
| *78.76 | " " 9th " ... | 10,679 | 5,312 | 28,578 | 2,009 | 18 | 7,339 | 93 | 2,914 | 2 8 4 |
| *78.76 | " " 16th " ... | 9,868 | 4,830 | 53,627 | 2,382 | 11 | 7,223 | 92 | 2,599 | 2 12 6 |
| *78.76 | " " 23rd " ... | 9,464 | 4,706 | 31,775 | 2,344 | 6 | 7,066 | 90 | 2,605 | 2 11 4 |
| *78.76 | " " 30th " ... | 9,081 | 4,648 | 36,395 | 2,535 | 15 | 7,198 | 91 | 3,386 | 2 2 0 |
| *78.76 | " " 6th Sept. ... | 8,817 | 4,721 | 28,076 | 1,990 | 12 | 6,723 | 85 | 3,255 | 2 1 1 |
| *78.76 | " " 13th " ... | 9,966 | 5,357 | 30,188 | 1,859 | 12 | 7,228 | 92 | 2,599 | 2 12 6 |
| *78.76 | " " 20th " ... | 14,110 | 7,739 | 36,275 | 2,054 | 12 | 9,805 | 125 | 3,327 | 2 15 2 |
| *78.76 | " " 27th " ... | 18,900 | 11,337 | 41,110 | 2,615 | 11 | 13,903 | 177 | 3,426 | 4 0 11 |
| *78.76 | " " 4th Oct. ... | 22,849 | 13,054 | 46,342 | 2,994 | 11 | 16,059 | 204 | 4,075 | 3 15 1 |
| *78.76 | " " 11th " ... | 12,281 | 6,918 | 52,874 | 3,471 | 11 | 10,460 | 132 | 3,288 | 3 2 7 |
| *78.76 | " " 18th " ... | 12,383 | 5,915 | 42,044 | 2,566 | 11 | 8,492 | 108 | 2,939 | 2 14 3 |
| | Totals up to date | 198,262 | 1,05,262 | 6,25,582 | 38,990 | 198 | 1,44,450 | 117 | 47,722 | 3 0 5 |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| | | | | | | | | | | |
|-------|-----------------------|--------------------|----------|----------|--------|-----|----------|-----|--------|-----------------|
| | | No. of Passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rate. Rs. A. P. |
| 78.76 | 13 days of July ... | 20,350 | 10,058 | 87,747 | 6,177 | 24 | 16,289 | 206 | 6,143 | 2 10 4 |
| 78.76 | Week ended 20th " ... | 12,298 | 5,865 | 50,236 | 3,121 | 8 | 8,994 | 114 | 3,307 | 2 11 6 |
| 78.76 | " " 27th " ... | 19,907 | 8,083 | 49,002 | 2,883 | 18 | 10,984 | 139 | 3,308 | 3 5 2 |
| 78.76 | " " 3rd Aug. ... | 32,988 | 13,656 | 51,096 | 3,215 | 14 | 16,885 | 214 | 3,386 | 4 15 9 |
| 78.76 | " " 10th " ... | 31,942 | 13,849 | 49,144 | 3,542 | 34 | 17,425 | 221 | 3,397 | 5 4 3 |
| 78.76 | " " 17th " ... | 23,221 | 11,728 | 38,833 | 2,740 | 21 | 14,489 | 184 | 3,398 | 4 6 1 |
| 78.76 | " " 24th " ... | 11,546 | 6,212 | 35,066 | 2,906 | 20 | 9,138 | 116 | 3,597 | 2 12 2 |
| 78.76 | " " 31st " ... | 10,525 | 5,616 | 25,040 | 1,812 | 15 | 7,443 | 95 | 3,308 | 2 4 0 |
| 78.76 | " " 7th Sept. ... | 10,142 | 5,643 | 25,620 | 1,702 | 11 | 7,359 | 83 | 3,465 | 2 2 0 |
| 78.76 | " " 14th " ... | 10,423 | 5,569 | 17,879 | 1,394 | 11 | 6,971 | 89 | 3,386 | 2 0 11 |
| 78.76 | " " 21st " ... | 11,684 | 5,129 | 27,073 | 2,059 | 17 | 7,202 | 91 | 3,368 | 2 2 10 |
| 78.76 | " " 28th " ... | 17,405 | 9,196 | 28,268 | 2,127 | 15 | 11,338 | 144 | 3,465 | 3 4 4 |
| 78.76 | " " 5th Oct. ... | 20,731 | 12,511 | 24,385 | 1,905 | 21 | 14,737 | 187 | 3,524 | 4 3 11 |
| 78.76 | " " 12th " ... | 18,677 | 11,431 | 25,327 | 2,148 | 11 | 13,560 | 173 | 3,308 | 4 1 9 |
| 78.76 | " " 19th " ... | 17,320 | 9,944 | 32,521 | 2,410 | 25 | 12,379 | 157 | 3,622 | 3 6 8 |
| | Totals up to date | 268,649 | 1,34,784 | 5,68,237 | 40,141 | 265 | 1,75,190 | 140 | 53,452 | 3 4 5 |

* Audited figures.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 139 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 29,998 | 12,407 0 0 | 1,35,600 0 | 16,100 0 0 | 101 0 0 | 28,608 0 0 | 3,654 | 6,863 | 10,517 |
| Or per mile of railway ... | 231 | 95 0 0† | 976 0 | 116 0 0 | 1 0 0 | 212 0 0 | ... | 53,467 | 1,15,396 |
| For previous 15 weeks of half-year* | 526,965 | 2,05,791 0 0 | 17,09,242 0 | 2,60,326 0 0 | 3,890 0 0 | 4,10,007 0 0 | 49,829 | ... | ... |
| Total for 16 weeks ... | 556,963 | 2,18,198 0 0 | 18,44,842 0 | 2,16,426 0 0 | 3,991 0 0 | 4,38,615 0 0 | 53,483 | 70,330 | 1,23,813 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 37,740 | 20,148 0 0 | 1,17,292 0 | 14,178 0 0 | 244 0 0 | 34,570 0 0 | 3,397 | 4,066 | 8,463 |
| Or per mile of railway corresponding week of previous year ... | 290 | 155 0 0 | 844 0 | 102 0 0 | 2 0 0 | 259 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 567,600 | 2,18,182 0 0 | 19,90,712 0 | 2,36,125 0 0 | 36,481 0 0 | 4,90,788 0 0 | 50,072 | 79,633 | 1,29,705 |

* Audited up to week ending 23rd August 1902.
† Coaching traffic calculated on 130 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 18th October 1902 on 558 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 27,864 | 17,961 0 0 | 3,29,278 0 | 21,661 0 0 | 901 0 0 | 40,523 0 0 | 6,954 | 10,853 | 17,807 |
| Or per mile of railway ... | 49*94 | 32'19 | 559'06 | 36'78 | 1'53 | 70'50 | 12'46 | 18'43 | 30'89 |
| For previous 15 weeks of half-year ... | 414,301 | 2,50,515 0 0 | 31,32,942 0 | 2,65,814 0 0 | 21,148 0 0 | 5,37,777 0 0 | 94,656 | 137,262 | 231,918 |
| Total for 16 weeks ... | 442,165 | 2,68,776 0 0 | 34,62,320 0 | 2,87,475 0 0 | 22,049 0 0 | 5,78,300 0 0 | 101,610 | 148,115 | 249,725 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 36,413 | 21,313 0 0 | 1,42,221 0 | 19,971 0 0 | 638 0 0 | 41,922 0 0 | 5,893 | 7,066 | 12,959 |
| Or per mile of railway corresponding week of previous year ... | 54'59 | 38'29 | 246'06 | 34'55 | 1'10 | 73'85 | 10'56 | 12'23 | 22'78 |
| Total to corresponding date of previous year ... | 4,29,357 | 2,56,609 0 0 | 20,55,373 0 | 2,93,372 0 0 | 19,138 0 0 | 5,69,119 0 0 | 98,325 | 101,951 | 200,276 |

| FINANCIAL YEAR. | | | | | | | | | | | | | |
|--|-----------|------------------|---|-----------|------------------|--|-----------------|------------------|--|-----------------|------------------|-------------------------|-------------------------|
| Approximate Statement of Gross Receipts of the Assam-Bengal Railway. | | | | | | | | | | | | | |
| RECEIPTS FOR WEEK ENDING 18TH OCTOBER 1902. | | | RECEIPTS FOR WEEK ENDING 19TH OCTOBER 1901. | | | TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 18TH OCTOBER 1902. | | | TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 19TH OCTOBER 1901. | | | Total increase in 1902. | Total decrease in 1902. |
| Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | | |
| Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. |
| 489 | 40,523 | 70'50 | 578 | 41,922 | 73'35 | 589 | 10,33,274 | ... | 578 | 10,59,916 | ... | ..... | 56,642 |

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 18th October 1902 on 1,261 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|----------------|----------------------------------|----------------|---|------------------|--------------------------|--------------|-----------|
| | Number of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 1,261 miles open | 175,660 | Rs. (a) 69,670 | Mds. 4,99,770 | Rs. (b) 51,320 | Rs. 13,940 | Rs. (a) 1,34,330 | 41,091 | (c) 28,905 | 69,996 |
| per mile of railway | 139'30 | 55'25 | 396'33 | 40'70 | 11'05 | 107'00 | ..... | ..... | ..... |
| for previous 14½ weeks of half-year (d) | 2,668,194 | 10,29,130 | 75,20,599 | 8,01,518 | 2,18,461 | 20,49,109 | 609,656 | 438,645 | 1,048,301 |
| Total for 15½ weeks | 2,843,854 | 10,98,800 | 80,20,369 | 8,52,838 | 2,32,401 | 21,84,030 | 650,747 | 467,550 | 1,118,297 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 1,251 miles open | 154,877 | 63,116 | 4,27,969 | 57,137 | 13,709 | 1,33,962 | 33,355 | (e) 26,945 | 60,300 |
| per mile of railway corresponding week of previous year | 123'80 | 50'45 | 342'10 | 45'67 | 10'96 | 107'08 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 2,783,285 | 10,59,555 | 83,96,922 | 9,20,134 | 2,39,542 | 22,19,231 | 541,350 | 439,876 | 981,226 |

(a) Increase due to improved traffic.

(b) Decrease due to falling off chiefly in local traffic. Maunds 80,000 and Rs. 2,500 on account of ballast trains included in this week; in the corresponding week of the previous year they were dealt with monthly.

(c) Includes 5,718 miles of ballast trains run on open line.

(d) " audited figures up to week ending 2nd August 1902.

(e) " 6,074 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 18th October 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 18 miles open | No. 3,899 | Rs. 405 | Mds. 12,763 | Rs. 185 | Rs. 12 | Rs. 602 | 330 | 174 | 504 |
| per mile of railway | 216'61 | 22'59 | 709'06 | 10'28 | 0'66 | 33'44 | ..... | ..... | ..... |
| for previous 14½ weeks of half-year (a) | 24,124 | 2,742 | 1,30,243 | 3,313 | 116 | 6,171 | 4,638 | 1,416 | 6,054 |
| Total for 15½ weeks | 28,023 | 3,147 | 1,43,006 | 3,498 | 128 | 6,773 | 4,968 | 1,590 | 6,558 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 1,970 | 390 | 20,372 | 570 | 21 | 891 | 360 | 144 | 504 |
| per mile of railway corresponding week of previous year | 109'44 | 16'69 | 1,131'78 | 31'64 | 1'14 | 49'47 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 37,697 | 5,542 | 1,53,279 | 4,068 | 176 | 9,786 | 6,567 | 1,461 | 8,028 |

(a) Includes audited figures up to week ending 2nd August 1902.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for the week ending 9th August 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-------------------|----------------------------------|-------------------|-----------------|-------------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the period on 18 miles open | No. 2,432 | Rs. A. P. 228 0 0 | Mds. 6,669 | Rs. A. P. 180 0 0 | Rs. A. P. 6 9 0 | Rs. A. P. 414 9 0 | 419 | 85 | 504 |
| per mile of railway | 135'11 | 12 10 8 | 370'50 | 10 0 0 | 0 5 10 | 23 0 6 | ..... | ..... | ..... |
| for previous 4½ weeks of half-year | 9,395 | 963 0 0 | 48,823 | 1,007 0 0 | 28 0 0 | 1,998 0 0 | 1,824 | 553 | 2,376 |
| Total for 5½ weeks | 11,827 | 1,191 0 0 | 55,492 | 1,187 0 0 | 34 0 0 | 2,412 9 0 | 2,243 | 637 | 2,880 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 2,557 | 359 4 0 | 7,348 | 127 14 0 | 15 2 0 | 493 4 0 | 436 | 68 | 504 |
| per mile of railway corresponding period of previous year | 143'72 | 19 7 4 | 408'22 | 7 1 8 | 0 13 5 | 27 6 5 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 12,688 | 1,913 8 6 | 46,573 | 1,352 10 3 | 72 5 0 | 3,318 7 9 | 2,563 | 485 | 3,048 |

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SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, NOVEMBER 12, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

CONTENTS.

| | Page | | Page |
|---|------|--|------|
| Report on the Road and Public Works Cess operations of the Lower Provinces for the year 1901-1902 | 1601 | CIRCULAR and Eastern Canal for the week ending Saturday the 8th November 1902 | 1618 |
| Liberality of Maharaja Suriya Kanta Achariya of Mymensingh | 1606 | Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of October 1902 | 1619 |
| Liberality of Raja Pramada Nath Ray and his wife Rani Bhabasundari | 1606 | Results of the Meteorological Observations taken at the Alipore Observatory from 2nd to 8th November 1902 | 1620 |
| Weather and Crop Report for the week ending the 10th November 1902 | 1607 | Weekly Return of Traffic Receipts on Indian Railways | 1621 |
| Prices-current (retail and wholesale) of food-grains and salt in the head-quarters station bazars of the districts of Bengal on the 31st October 1902 | 1611 | | |

REPORT ON THE ROAD AND PUBLIC WORKS CESS OPERATIONS OF THE LOWER PROVINCES FOR THE YEAR 1901-1902.

NOTIFICATION No. 4833R.P.

The 11th November 1902.—The following extracts from the Report of the Board of Revenue on the Road and Public Works Cess operations in the Lower Provinces for the year 1901-1902 are published for general information.

E. W. COLLIN,
Offg. Secy. to the Govt. of Bengal.

No. 759A., dated Calcutta, the 29th August 1902.

From—A. EARLE, Esq., Offg. Secretary to the Board of Revenue, L. P.,
To—The Secretary to the Government of Bengal, Financial Department.

I AM directed to submit the Board's Report on the Road and Public Works Cess operations for the year 1901-1902.

THE HON'BLE MR. C. W. BOLTON, C.S.I. 3. As in the preceding year, the cesses were levied at the maximum rate of one anna in the rupee in the 43 districts in which the Act is in force. The Act has been introduced in the recently re-settled estates in the Sonthal Parganas, and

valuation is in progress. The current demand of land revenue in the 43 districts is Rs. 3,96,95,675, and the gross rental, or valuation, amounts to Rs. 17,03,53,369.

4. The demands, collections, balances, and remissions of the year are compared with those of the two preceding years in this table:—

| YEAR. | DEMAND. | | | Collections. | Percentage of total collections on current demand. | Balance. | Percentage of the balance on the total demand. | Remissions. |
|-----------|-----------|-----------|-------------|--------------|--|-----------|--|-------------|
| | Current. | Arrear. | Total. | | | | | |
| | Rs. | Rs. | Rs. | Rs. | | Rs. | | Rs. |
| 1899-1900 | 90,84,000 | 19,00,787 | 1,06,94,777 | 93,13,990 | 102·3 | 17,04,598 | 15·6 | 45,257 |
| 1900-1901 | 91,85,325 | 16,74,304 | 1,08,59,629 | 92,02,874 | 100·1 | 16,71,948 | 15·4 | 70,321 |
| 1901-1902 | 93,26,543 | 16,76,523 | 1,10,02,066 | 93,13,325 | 99·8 | 16,84,918 | 15·3 | 66,873 |

The current demand shows an increase of Rs. 1,41,218 over that of the previous year. This was mainly caused by revaluations in the districts of the 24-Parganas (Rs. 38,559), Nadia (Rs. 3,874), Dacca (Rs. 16,288), Backergunge (Rs. 10,725), Tippera (Rs. 12,207), Noakhali (Rs. 6,586), Shahabad (Rs. 21,722), and Ranchi (Rs. 18,730), by the assessment of coal-mines and resumed *chakaran* (service) lands in Burdwan, and by the valuation of *ghatwali* lands in Birbhum. The arrear demand increased by Rs. 1,219, but was Rs. 2,34,264 less than that of 1899-1900. The collections were Rs. 1,10,451 more than in the previous year. Owing to the considerable increase in the demand of the year, there was a slight decline (from 100·1 to 99·8) in the percentage of total collections on the current demand. The outstanding balance has increased by Rs. 12,970, but is less by Rs. 19,680 than that of 1899-1900. The percentage of the balance on the total demand is almost the same as in the preceding year. The remissions, which amounted to Rs. 66,873, against Rs. 70,321 in the previous year, were granted chiefly in the districts of Burdwan (Rs. 16,599), Birbhum (Rs. 3,148), Khulna (Rs. 4,509), Backergunge (Rs. 5,029), Tippera (Rs. 3,074), and Singhbhum (Rs. 16,608), and were on account of revaluations of estates under section 13 of the Cess Act, erroneous and double assessments, diluvion, revision of assessments of mines and forests, and acquisition of land for the Assam-Bengal Railway.

5. The districts are grouped in two classes, that is, (i) those in which the collections attained the prescribed standard of 100 per cent. on the current demand, or more, and (ii) those in which the collections were short of that standard. The marginally-noted districts fall under the first class, and in their case no explanation is needed. In Mymensingh and Muzaffarpur the percentage of collections was above 105.

It was less than 100 in the 18 districts noticed below, against 19 in the previous year:—

(i) In Puri (99·8), Tippera (99·7), Jessore (99·6), Palamau (99·3), Noakhali (98·9), 24-Parganas (98·7), and Purnea (98·2), the percentage exceeded 98, and explanation of the failure to reach the standard is not called for. The explanations in regard to the remaining 11 districts are as follow.

(ii) *Bankura* (97·5).—The short collections are attributed principally to non-payment by the owners of three big estates, of which one is under attachment under section 99 of the Cess Act, and also to the failure of crops.

(iii) *Rangpur* (97·4).—The decrease (from 99·4 in 1900-1901) is ascribed to non-payment by two big estates for three successive kists. In one a dispute between the co-sharers has led to the defaults, while the other is under the management of a receiver appointed by the Collector under section 56 of the Land Registration Act, who has not been able to make collections, a co-sharer of the property having refused to furnish him with information regarding the liabilities of the tenants.

(iv) *Hazaribagh* (97·1).—The decline in collections (from 98·9 in 1900-1901) was principally due to non-payment at the last kist by certain zamindars,

and to the withholding of payment by the proprietors of certain mica mines, which were assessed for the first time or of which the assessment was enhanced during the year. Three of the defaulting zamindars have recently applied for the protection of their estates under the Encumbered Estates Act.

(v) *Monghyr* (96·9).—The unsatisfactory result is ascribed (1) to plague and (2) to the survey and settlement operations, which kept the proprietors busy before the Settlement Officers. The Commissioner, however, does not accept these explanations, and is issuing orders that the Collector should insist upon the Deputy Collector in charge paying more attention to the subject than he has done during the year.

(vi) *Cuttack* (96·97).—The low percentage is attributed to the gradual decrease of the arrear demand and to default on the part of certain important estates.

(vii) *Shahabad* (94·2).—The failure to attain the standard was due (1) to the deficiency of the winter rice crop and (2) to the non-payment of the demand of the March kist within the year by the zamindar of Surajpura and the receiver of Babu Baij Nath Sahai's estate.

(viii) *Burdwan* (94·0).—The short collections are ascribed to large amounts due from the Burdwan Raj and two other important estates not having been paid within the year.

(ix) *Khulna* (92·7).—The percentage would have been more than 101 had not the current demand of the Syedpur Trust estate been satisfied by adjustment from the excess payments that had accrued, owing to the valuation of the estate having been reduced with effect from the year 1898-99.

(x) *Manbhum* (87·06).—The short collections were mainly due to the non-payment of a large sum (Rs. 42,271) by the Patkum and Barrabhum encumbered estates. In the former the arrears occurred owing to the Patkum Indigo and Trading Company, who held the greater portion of the estate, having failed for several years to pay the rent and cesses due under their lease. Certificates were filed and decrees obtained, but all proceedings had to be stayed in consequence of the Company having gone into liquidation. The lease was put up to sale and purchased by the estate in July 1901, but the collection papers were not received from the liquidator's office till September of that year, and actual collections did not commence till October. It is hoped that the arrears will be paid within the current year.

(xi) *Singhbhum*.—The decline in the percentage (from 87·4 to 85·5) is attributed to the failure of the proprietors of the Dhalbhum and Anandpur estates to pay their dues within the year. The Commissioner also says that the lessees of mines and forests not infrequently default, and that, as they are not permanent residents of the district, it is often difficult to obtain their addresses.

(xii) *Ranchi* (70·3).—The poor results were due to the inability of the Maharaja of Chota Nagpur, who practically pays the whole of the cess demand, to recover his dues from his tenure-holders, many of whom have alienated their properties. Out of the balance of Rs. 52,012, a sum of Rs. 38,079 has been realised since the close of the year, and the remainder is in course of recovery.

7. The number of certificates filed during the year for the realisation of cess arrears was 139,613, against 127,360 in the previous year, which, with 43,399 certificates pending from 1900-1901, gave a total of 183,012 for disposal. Of these, 143,355, or 78·3 per cent., were disposed of, against 75·9 in the previous year, leaving 39,657 cases pending. The increase in the number of cases filed is shared by all Divisions except Burdwan and Orissa, and appears to be chiefly due to more vigorous action in enforcing demands. It is most marked in Gaya (6,647) and Monghyr (3,224). In Gaya the increase was due to the institution of cases punctually after each kist, and this has materially helped in the prompter collection of the demand. In Monghyr also greater punctuality and strictness prevailed in the cess office, and the increase in institutions is further explained by the fact that the number of certificates filed during 1900-1901 was much below the average of the three preceding years. The collection of cesses of rent-free lands direct by the Government, instead of through the zamindars in whose estate the lands lie, adds greatly to the number of certificates in some districts.

8. There was a noticeable decline in the institutions in Burdwan (1,294), Bankura (714), Jessore (506), Faridpur (1,155), Saran (1,655), Darbhanga (547), and Balasore (622). In Bankura, Faridpur, and Balasore this is attributed primarily to the withholding of certificates for petty arrears, which, in accordance with orders approved by the Government, are now allowed to accumulate to Rs. 5, provided that certificates must issue for any smaller sums when it is necessary to avoid their recovery being barred by limitation. No explanations have been furnished from the remaining districts. The decrease in Hazaribagh and Singhbhum is due to the issue, in the first instance, of warning post-cards immediately after the kist, on receipt of which many assesses paid up their dues. The use of post-card notices and the larger employment of kanungoes for the collection of petty arrears in Orissa tended to reduce the number of certificates filed in that Division. The largest number of cases was instituted in Burdwan (5,293), Midnapore (9,482), Hooghly (15,114), 24-Parganas (6,433), Chittagong (5,089), Patna (8,001), Gaya (12,216), Shahabad (8,465), Saran (8,865), Muzaffarpur (6,840), Darbhanga (5,318), and Monghyr (5,630).

9. The disposals exceeded the institutions in all the Divisions except Chittagong and Bhagalpur, where, however, the number of cases filed was greater than in the preceding year. The districts in which the number of pending cases at the close of the year shows a large increase are Midnapore, Dacca, Noakhali, Gaya, and Monghyr. No explanation has been furnished in regard to Midnapore, but it appears from a separate communication received from the Commissioner that the necessary temporary staff could not be employed, suitable men not being available. In Dacca the increase is attributed to a large number of institutions in the latter part of the year. The Collector reports that the file has now been greatly reduced. The deficiency in disposals in Noakhali is attributed to the filing of cases for arrears due from rent-free lands under section 70 of the Act in the latter part of the year. In Gaya and Monghyr the increase was due to the larger number of institutions—12,216 and, 5,630 against 5,569 and 2,406, respectively, in the previous year. The largest number of pending cases in the Patna Division is in Shahabad, and this, the Commissioner says, accounts partly for the collections having fallen considerably below the standard. The pending files show material reductions in Burdwan, Mymensingh, Faridpur, Chittagong, Saran, and Muzaffarpur. It is satisfactory to note that, notwithstanding the increase in the number of institutions, the number of pending cases in all the Divisions declined from 43,399 (revised figure) to 39,657, or by 3,742.

11. The total number of objections lodged against certificates was 11,759, against 11,621 in 1900-1901, of which 11,498 objections against certificates. against 11,284 was disposed of. The largest number disposed of was in the districts of Burdwan (1,003), Hooghly (932), Gaya (983), Shahabad (1,731), and Saran (3,899). In 1,146 cases the certificates objected to were cancelled, the percentage increasing from 8.8 to 9.9. The result is not so favourable as in the previous year, but is better than in 1899-1900—10.7. The number of cases in which reductions were made in the amount certified was 548 against 559. Out of 1,146 cases, in which certificates were cancelled on objection, Burdwan contributed 95, Dacca 105, Patna 142, Saran 217, and Monghyr 132. The cancellations were due to defective entries in the record-room and land registration registers, death and desertion of defaulters, exemption of lands lying within municipal limits, double assessments, and non-registration of names of holders of rent-free lands. In Monghyr the special cause was the incomplete state of the land registration registers, particularly in respect of the omission of the numbers of the separate accounts, which led to the entry in the certificates of the names of proprietors of residuary shares when those for separate accounts were required, and *vice versa*. The Board will call for a special report on the subject.

12. In 45,945 cases against 35,618 in 1900-1901, payments were made on the mere issue of notice: in 82,956 against 57,976 on the issue of notice for sale of moveable property, and in 28,107 against 23,607 on the issue of notice for sale of immoveable property. Of the total number of sales (3,864 against 3,451), 1,493, or 38.6 per cent., were set aside under sections 20 and 21 of the Public Demands Recovery Act, I (B.C.) of 1895,

PLEASE substitute pages 1605-1606 for those
already issued.

as amended by Act I (B.C.) of 1899, against 1,470, or 42·6 per cent., in the previous year. The highest number of sales set aside was in the districts of Patna (114), Gaya (106), Shahabad (215), Saran (108), Muzaffarpur (148), and Darbhanga (170). No special complaint against the working of section 21 in the Patna Division has, however, been made.

15. During the year general revaluations were completed in the districts of the 24-Parganas (with the exception of rent-free lands), Bogra (with the exception of 18 estates), Purnea, and Puri. The revaluation of estates and tenures in the 24-Parganas has resulted in an increase of Rs. 87,058 (approximately), or of 41·2 per cent., on the previous assessment. In Bogra the increase obtained amounts to Rs. 14,968, or 17·9 per cent., on the former cess revenue, while in Purnea and Puri the operations have resulted in an increase of Rs. 50,183 and Rs. 2,676, or 26·5 and 3·9 per cent., respectively. The districts under complete revaluation were Hooghly, Nadia, Khulna, Rajshahi (with the exception of 22 estates and 68 rent-free lands), Jalpaiguri (Regulation and Non-Regulation portions), Rangpur, Gaya, Shahabad, Cuttack, Balasore, and Hazaribagh.

19. When the road cess was first assessed in 40 districts the gross rental or valuation of those districts was Rs. 13,11,61,432. Subsequently the districts of Khulna and Palamau were created, and the Act was extended to them and to the district of Singhbhum. The gross rental, or valuation, of the 43 districts shows an increase in the past year from Rs. 16,80,89,551 to Rs. 17,03,53,369, or of Rs. 22,63,818, which is chiefly due to revaluation in the districts of the 24-Parganas, Nadia, Backergunge, Tippera, Shahabad, and Ranchi, and to the assessment of coal mines and resumed *chakran* (service) lands in Burdwan and the valuation of *ghatwali* lands in Birbhum. The decrease in the gross rental of Rs. 87,456 in Singhbhum from Rs. 5,08,000 to Rs. 4,20,544 is noticeable, and is due to the annual revision of the assessments of mines and forests under Chapter V of the Act, and, in particular, to the exemption during the year, in accordance with the Advocate-General's opinion, of the *premia* paid by lessees for mining rights.

**LIBERALITY OF MAHARAJA SURJYA KANTA ACHARJYA OF
MYMENSINGH.**

No. 2649L.S.-G., dated Calcutta, the 7th November 1902.

From—E. W. COLLIN, Esq., Offg. Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Commissioner of the Dacca Division.

I AM directed to acknowledge the receipt of your letter No. 1285G., dated the 24th October 1902, reporting that Maharaja Surjya Kanta Acharjya of Muktagacha has paid into the District Fund of Mymensingh the sum of Rs. 5,000 for the construction of wells in commemoration of the Coronation of His Majesty King Edward VII, Emperor of India.

2. In reply, I am to request that you will be so good as to convey the thanks of Government to the donor for his liberality. This letter will be published in the *Calcutta Gazette*.

**LIBERALITY OF RAJA PRAMADA NATH RAY AND RANI
BHABASUNDARI.**

No. 2652Medl., dated Calcutta, the 7th November 1902.

From—H. C. WOODMAN, Esq., Under-Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Commissioner of the Rajshahi Division.

PARA. 2. I am to request that you will be so good as to convey to Raja Pramada Nath Ray of Dighapatia and to Rani Bhabasundari the thanks of Government for their liberality in contributing Rs. 10,000 and Rs. 5,000, respectively, towards the construction of the new building for the Rampur Boalia Dispensary.

WEATHER AND CROP REPORT.

For the week ending the 10th November 1902.

Burdwan.—Rainfall at Sadar 0·09, Kalna nil, Katwa 0·62, Raniganj 0·08. Weather fair and seasonable. Threshing of *aus* and sowing of *rabi* nearly finished. Condition of *aman* and other standing crops fair, but some rain wanted. Fodder and water sufficient. Condition of cattle good. Common rice sells at 11 seers per rupee.

Birbhum.—Rainfall at Sadar nil, Rampur Hât nil. Weather seasonable. *Aus* being harvested. *Rabi* being sown. Coarse rice sells at 13 seers per rupee. Fodder and water sufficient.

Bankura.—Rainfall at Sadar ·45. Weather seasonable. *Aman* paddy is being harvested. Common rice sells at 12½ seers per rupee. Fodder and water sufficient.

Mianapore.—Rainfall at Sadar 1·07, Contai 2·86, Tamluk ·38, Ghatal ·31. More rain wanted in Tamluk and Ghatal subdivisions and parts of Sadar. Weather seasonable. Crops on high lands are withering for want of rain. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

| | Srs. | ch. | |
|--------|------|-----|----|
| Sadar | ... | 12 | 8 |
| Contai | ... | 12 | 8 |
| Tamluk | ... | 11 | 0 |
| Ghatal | ... | 11 | 12 |

} per rupee.

Hooghly.—Rainfall at Sadar 1·57, Serampur ·31, Arambagh nil. More rain wanted. Prospect of standing crops fair. Sowing of *rabi* crops continues. Weather seasonable. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|-----------|------|-----|----|
| Sadar | ... | 10 | 0 |
| Serampore | ... | 10 | 0 |
| Arambagh | ... | 11 | 1½ |

} per rupee

Howrah.—Rainfall at Sadar 0·28, Ulubaria 0·70. More rain wanted. The *aman* on high lands suffering for want of sufficient rain. Washing of jute still continues. Sugarcane doing well. No cattle-disease. Fodder and water-supply sufficient. Common rice sells on an average 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 0·05, Barasat 0·59, Basirhat 1·56, Diamond Harbour 0·54. Weather seasonable. The little rain that has fallen has not sufficed to improve the crops on high lands. State and prospect of crops fair. Probable outturn of *aman* is 93·75 per cent. Sowing of *rabi* crops going on. Common rice sells at 11 seers per rupee at Sadar and Barasat and at 10½ seers at Basirhat and Diamond Harbour. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar and Ranaghat nil, Chuadanga 0·40. Reports from Kushtia and Meherpur not received. Weather seasonable. Standing crops suffering for want of rain in the Ranaghat subdivision. Sowing of *rabi* and oilseed crops nearly finished. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

| | Srs. | ch. | |
|-----------|------|-----------|---|
| Sadar | ... | 12 | 0 |
| Ranaghat | ... | 12 | 0 |
| Chuadanga | ... | 11 | 0 |
| Kushtia | ... | Not | |
| Meherpur | ... | received. | |

} per rupee.

Murshidabad.—Rainfall at Sadar ·03, Kandi ·31, Jangipur ·33, Lalbagh nil. Weather seasonable. Prospect of *aman*, sugarcane and *kalai* good. Cultivation of *rabi* crops going on. No cattle-disease reported from anywhere. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|-----|---|
| Sadar | ... | 11 | 8 |
| Kandi | ... | 14 | 8 |
| Jangipur | ... | 13 | 8 |
| Lalbagh | ... | 12 | 0 |

} per rupee.

Jessore.—Rainfall at Sadar 0·08, Magura ·50, Jhenida 0·06. No rain at Bangaon and Narail. Prospects of crops generally fair, but more rain is wanted for the standing *aman* paddy. Cattle-disease reported from Magura police-station. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|---------|------|-----|---|
| Sadar | ... | 12 | 0 |
| Jhenida | ... | 12 | 0 |
| Narail | ... | 11 | 8 |
| Bangaon | ... | 13 | 0 |
| Magura | ... | 12 | 0 |

} per rupee

Khulna.—Rainfall at Sadar 0·30, Bagerhat 0·39, Satkhera 1·15. Weather seasonable. *Aman* paddy doing well. Cultivation and sowing of *rabi* crops continue. Rape and mustard sowings estimated at 92 per cent. Fodder and water sufficient. Cattle-disease reported from Dumuria. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|------|--------------|
| Sadar | ... | 11 6 | } per rupee. |
| Bagerhat | ... | 11 8 | |
| Satkhera | ... | 10 8 | |

Rajshahi.—Rainfall at Sadar nil, Nator 0·13, Naugaon 0·70. Winter setting in. *Rabi* crops being sown. Prospects of standing crops good. Condition of cattle good. Fodder and water plentiful. Common rice selling at 12½ seers per rupee.

Dinajpur. No rain. Weather seasonable. Standing crops good. Cattle-disease reported from three thanas. Fodder and drinking water plentiful. Rice selling at 12 seers per rupee.

Jaipauri.—Rainfall nil. Weather seasonable. *Haimanti* paddy doing well. Prospects favourable. Transplantation of tobacco commenced. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 0·55, Kurseong 0·00, Siliguri 0·00. Weather seasonable. *Hills*—*Haimanti dhan*, *bara marua*, *phaphar*, and *kutai dal* doing well. *Terai*—*Haimanti* paddy coming into ears. Prospects of standing crops good. Coarse rice sells as follows:—

| | Srs. | ch. | |
|-------|------|------|-------------|
| Hills | ... | 8 0 | } per rupee |
| Terai | ... | 10 0 | |

Maize sells at Darjeeling at 21 seers and at Kalimpong at 28 seers per rupee.

Rangpur.—Rainfall nil. Weather seasonable. Sowing of mustard and potato commenced. Prospects of standing crops good. Water and fodder sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|------------|------|------|--------------|
| Sadar | ... | 9 8 | } per rupee. |
| Nilphamari | ... | 10 8 | |
| Kurigram | ... | 10 8 | |
| Gaibanda | ... | 11 0 | |

Bogra.—No rain. Weather seasonable. Lands being prepared for and sown with *rabi* crops. Prospects good. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Pabna.—Rainfall at Sadar nil, Sirajganj nil. Weather fine and cool. Prospects of standing crops fair. *Rabi* being sown. Fodder and water sufficient. Common rice sells at 10 seers per rupee.

Dacca. Rainfall at Sadar ·03, Manikganj ·10, Munshiganj and Narayanganj nil. Prospects of crops good. Weather seasonable. Fodder available. No cattle-disease. Common rice sells at 11¼ seers per rupee.

Mymensingh.—Rainfall nil. Weather seasonable. Winter rice doing well. *Rabi* sowing continues. Fodder and water sufficient. No cattle-disease. Common rice sells at 12 seers per rupee.

Faridpur.—Rainfall at Sadar 0·21, Goalundo 0·37, Madaripur 0·05. Weather cool at night. Warm in day. State and prospects of crops good. No cattle-disease. Common rice sells at 11 seers per rupee.

Backergunge.—Rainfall at Sadar ·40. Fall general but slight. Cold weather has set in. Prospects good. Fodder sufficient. Common *aman* 11 and *aus* 12 seers per rupee.

Tippera.—No rain. Weather seasonable. Prospects good. *Aman* paddy maturing. A little rain is wanted. Cultivation of *rabi* going on. Fodder and water available. No cattle-disease. Common rice sells as follows:—

| | Srs. | ch. | |
|--------------|------|------|--------------|
| Sadar | ... | 13 0 | } per rupee. |
| Brahmanbaria | ... | 13 5 | |
| Chandpur | ... | 11 0 | |

Noskhali.—No rain. Weather seasonable. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 12½ seers and at Feni at 13 seers 7 chitaks per rupee.

Chittagong.—No rain during the week. Cultivation of *rabi* is going on. Water and fodder sufficient. Rice sells at 12½ seers per rupee.

Chittagong Hill Tracts.—Rainfall nil. Weather seasonable. Prospect of winter rice crop good. No cattle-disease. Rice sells at 17 seers per rupee.

Patna.—Weather seasonable. Standing crops doing well. Sowing of *rabi* continues. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

| | | | | Srs. ch. | |
|----------|-----|-----|-----|----------|--------------|
| Patna | ... | ... | ... | 14 0 | } per rupee. |
| Barh | ... | ... | ... | 13 0 | |
| Bihar | ... | ... | ... | 11 0 | |
| Dinapore | ... | ... | ... | 14 8 | |

Gaya.—Rainfall at Aurangabad 0·02. Weather cold. Sowing of *rabi* and poppy in full swing. Early paddy almost ready for harvest. Sugarcane being pressed. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Shahabad.—Rainfall at Dehri 0·06. *Rabi* sowings continue. Prospect of paddy and sugarcane good. Fodder and water abundant. Rice sells at Sadar at 13 seers per rupee.

Saran.—Rainfall nil. Weather seasonable. *Rabi* being sown. Other standing crops doing well. Some more rain wanted. Poppy sowing begun in most places. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

Champaran.—Rainfall nil. Weather seasonable. Winter rice and sugarcane doing well. Preparation for *rabi* sowings still going on. No cattle-disease. Fodder and water sufficient. Common rice sells at 17½ seers and maize at 30 seers per rupee.

Muzaffarpur.—Rainfall nil. Weather fair. *Rabi* sowings in progress. Prospects of crops continue good. Fodder and water sufficient. Prices are—Common rice 12 seers, maize 26 seers a rupee.

Darbhanga.—Rainfall nil. Prospects of standing crops good. *Rabi* sowings in progress. Fodder and water sufficient. Cattle-disease reported from Samastipur and Phulparas police-stations. Common rice sells as follows:—

| | | | | Srs. ch. | |
|------------|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | 13 3 | } per rupee. |
| Samastipur | ... | ... | ... | 13 8 | |
| Madhubani | ... | ... | ... | 12 6 | |

Monghyr.—Rainfall at Sadar nil, Begusarai 0·02, Jamui 3·03. Weather seasonable. Sowing of *rabi* crops continues. Standing crops doing well. Fodder and water sufficient. Cattle-pox in one village reported from Begusarai thana. Common rice sells at Sadar and Begusarai at 12 seers and at Jamui at 13 seers per rupee.

Bhagalpur.—Rainfall at Sadar, Banka, Madhipura, and Supaul 0·00. Weather seasonable. Winter paddy and other standing crops also doing well. Sowing of *rabi* in progress. Cattle-disease from Madhipura. Fodder and water sufficient. Common rice sells as follows:—

| | | | | Srs. ch. | |
|-----------|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | 13 10 | } per rupee. |
| Banka | ... | ... | ... | 12 8 | |
| Madhipura | ... | ... | ... | 13 8 | |
| Supaul | ... | ... | ... | 15 0 | |

Purnea.—No rain. Cold weather gradually setting in. Prospects of winter rice generally favourable. *Rabi* sowings in progress. No cattle-disease. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 14 seers per rupee.

Malda.—Rainfall nil. Weather seasonable. Prospects of winter rice and *kalai* good. Sowing of *rabi* not finished. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Sonthal Parganas.—Rainfall at Sadar 0·43, Deoghur 0·20, Jamtara 0·14, Pakaur 0·14. Weather seasonable. Early winter rice being harvested. Outturn favourable. Fodder and water sufficient. Common rice sells at 13 seers per rupee at Sadar.

Cuttack.—No rain except 0·27 at False Point and slight rain at some other places. More rain wanted. Prospects good in irrigated and low areas, but not so in other areas affected by early cessation of rains. Weather seasonable. *Laghu sarad* being cut at places. Fodder and water available. Common rice (old) 13¾ seers and (new) 17 seers 1 chitak per rupee at Sadar.

Balasore.—Rainfall at Sadar 0·03. Fall general, except in half of Bhadrak subdivision. More rain wanted for the late winter paddy. Early winter paddy ripening. *Rabi* sowing commenced. Rice sells at 16 and 14 seers per rupee at Bhadrak and Sadar respectively. Fodder and water sufficient.

Angul.—Rainfall at Angul nil, Bissipara 0·09. Weather cold. Prospects of crops same as reported last week. Rain urgently needed. Cattle-disease reported from Angul. New common rice sells at 15 seers at Sadar and Khondmals.

Puri.—Rainfall at Sadar 0·16. Fall is scanty but general throughout the whole district. Weather seasonable. Winter rice crop on uplands ripening. Harvesting has begun. Low land paddy crop wants more rain. Sugarcane and other miscellaneous crops doing well. Fodder and water sufficient. Common rice sells at 13 seers 14 chitaks per rupee.

Hazaribagh.—Rainfall nil. Weather seasonable. Harvesting of paddy and sowing of *rabi* continues. Standing crops doing well. Fodder and water sufficient. Common rice sells at 15 seers per rupee.

Ranchi.—Rainfall 0·02. Weather seasonable. Harvesting of winter rice in progress. State of standing crops good, but rain is wanted. Cattle-disease reported from Ranchi and Karra thanas. Fodder and water sufficient. Average price of common rice is 13½ seers per rupee.

Palamau.—No rain. Weather seasonable. Rain wanted for *rabi*. Upland paddy suffered much for want of rain. Sugarcane doing well. Cattle-disease continues in places. Fodder and water sufficient. Rice selling at Sadar at 14 seers per rupee.

Manbhum.—Rainfall at Sadar 1·40. Weather seasonable. Prospect of crops good. Paddy being reaped in places. Fodder and water sufficient. Cattle-disease reported from thana Para. Average price of common rice (new) at Sadar is 13 seers per rupee.

Singhbhum.—Rainfall nil. Harvesting of *bhadoi* paddy still in progress. *Rabi* crops need rain. Average price of rice is 14 seers per rupee.

General Summary.—Light local showers have fallen in some districts. Paddy crops on high lands in the districts of the Burdwan and Presidency Divisions would be benefited by rain. The Orissa districts, especially Angul and the districts of Saran, Ranchi, Palamau and Singhbhum also require rain for the benefit of standing crops. Prospects on the whole fair. Cattle-disease reported from a few districts. Fodder and water sufficient. The price of common rice has risen in 8 districts, fallen in 5, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 11th November 1902.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL

DURING THE FORTNIGHT ENDING THE 31ST OCTOBER 1902.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

| Number. | DISTRICTS. | QUANTITIES PER RUPEE IN | | | | | | | | | | | |
|---------------------|----------------|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------------------------|------------------------|------------------------------------|
| | | WHEAT. | | | BARLEY. | | | RICE, COMMON. | | | JOWAR OR CHOLU (Sorghum Vulgare). | | |
| | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| | BENGAL. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. |
| BURDWAN DIVISION. | 1 Burdwan | ... | 11 10 | 12 12 | 11 8 | ... | ... | ... | 11 0 | 12 0 | 11 4 | ... | ... |
| | 2 Birbhum | ... | 12 0 | 13 4 | 11 4 | ... | ... | ... | 13 0 | 12 12 | 11 10 | ... | ... |
| | 3 Bankura | ... | 12 8 | 13 8 | 10 0 | ... | ... | ... | 13 2 | New 15 0 Old 13 0 | 12 8 | ... | ... |
| | 4 Midnapore | ... | 10 0 | 10 0 | 10 0 | ... | ... | ... | 12 4 Aus 14 0 | 12 4 Aus 15 0 | 10 8 New aus 12 8 | ... | ... |
| | 5 Hooghly | ... | 10 8 | 10 8 | 10 0 | ... | ... | ... | 9 4 | 9 4 | 9 4 | ... | ... |
| | 6 Howrah | ... | ... | ... | ... | ... | ... | ... | 11 0 | 11 0 | 10 0 | ... | ... |
| PRESIDENT DIVISION. | 7 24-Parganas | ... | ... | ... | ... | ... | ... | ... | 10 8 | 11 0 | 10 0 | ... | ... |
| | 8 Calcutta | ... | 11 6 | 10 10 | 10 10 | 16 0 | 16 0 | 16 0 | 10 0 | 10 0 | 8 14 | 14 8 | 14 6 |
| | 9 Nadia | ... | 17 4 | 15 3 | 14 9 | ... | 17 8 | 16 0 | 11 13 | 11 10 | 11 1 | ... | ... |
| | 10 Murshidabad | ... | 15 0 | 15 0 | 13 8 | 20 0 | 20 0 | 18 0 | 12 8 | 12 4 | 11 8 | ... | ... |
| | 11 Jessore | ... | 11 0 | 11 0 | 10 0 | 10 8 | 10 8 | 10 0 | 12 0 | 12 0 | 12 0 | ... | ... |
| | 12 Khulna | ... | ... | ... | ... | ... | ... | ... | 11 10 | 11 0 | 10 0 | ... | ... |
| RAJSHAH DIVISION. | 13 Rajshahi | ... | 16 8 | 16 8 | 13 8 | 24 0 | 24 0 | 21 0 | 12 0 Bhadol 15 0 | 12 0 Bhadol 15 0 | 10 8 Bhadol 12 12 | ... | ... |
| | 14 Dinajpur | ... | 14 6 | 14 6 | 11 8 | ... | ... | ... | 14 6 | 12 0 | 10 12 | ... | ... |
| | 15 Jalpaiguri | ... | 11 0 | 11 0 | 11 0 | ... | ... | ... | 11 0 | 11 0 | 9 8 | ... | ... |
| | 16 Darjeeling | ... | ... | ... | ... | ... | ... | ... | 10 0 | 10 0 | 8 0 | ... | ... |
| | 17 Rangpur | ... | 12 0 | 10 8 | 9 0 | ... | ... | ... | 9 8 | 9 8 | 8 8 | ... | ... |
| | 18 Bogra | ... | 10 8 | 10 8 | 11 4 | ... | ... | ... | 13 8 | 12 0 | 11 4 | ... | ... |
| Dacca DIVISION. | 19 Pabna | ... | 15 12 | 15 12 | 15 0 | 26 0 | 26 0 | 25 0 | 12 0 | 12 6 | 11 0 | ... | ... |
| | 20 Dacca | ... | 15 0 | 12 0 | 13 0 | 16 0 | 14 8 | 16 0 | 12 0 | 12 0 | 9 8 | ... | ... |
| | 21 Mymensingh | ... | 12 0 | 12 0 | 10 0 | 11 0 | 11 0 | 10 0 | 12 0 | 12 0 | 10 0 | ... | ... |
| | 22 Faridpur | ... | 17 12 | 17 0 | 13 5 | 16 0 | 22 0 | 16 0 | 13 4 | 12 4 | 9 6 | ... | ... |
| | 23 Backergunge | ... | ... | ... | ... | ... | ... | ... | 11 0 Aus. 12 0 | 11 8 Aus. 12 8 | 9 0 Aus. 11 4 | ... | ... |

- A. In the subdivisions the retail prices of salt per rupee are—Kalna 11 seers 3 chitaks ; Katwa 11 seers 12 chitaks ; Raniganj 10½ seers.
 B. At Rampur Hat the retail prices of salt is 11½ seers per rupee.
 C. At Vishnupur the retail price of salt is 9½ seers per rupee.
 D. In the subdivisions the retail prices of salt per rupee are—Contai 10 seers ; Tamluk 11 seers ; Ghatal 11 seers 6 chitaks.
 E. In the subdivisions the retail prices of salt per rupee are—Serampore 10½ seers ; Arambagh 10 seers 10 chitaks.
 F. At Ulubaria the retail price of salt is 10 seers 10½ chitaks per rupee.
 G. In the marts in the interior of the district the retail prices of salt per rupee are—Chetla 11 seers ; Barasat 11 seers ; Baduria 11 seers 8 chitaks ; Moraghat 9 seers 13½ chitaks.
 H. In the subdivisions the retail prices of salt per rupee are—Kushtia 10½ seers ; Chuadanga 10 seers 14 chitaks (panga) ; Meherpur 10 seers (karkatch) ; Ranaghat 11 seers 4 chitaks (crushed).
 I. In the subdivisions the retail prices of salt per rupee are—Lalbagh 11 seers ; Kandi 10½ seers ; Jangipur 10½ seers.
 J. In the subdivisions the retail prices of salt per rupee are—Jhenida return not received ; Magura return not received ; Narail 10 seers ; Bangaon 10 seers 10 chitaks.

| KANGNI OR KAKUN ITALIAN MILLET (<i>Setaria Italica</i> .) | | | | | | GRAM, CHANA, CHHOLA, KADAM, OR SUNAGA. (<i>Oicer aridum</i> .) | | | | | |
|--|-----|-----|-----------------------------|-----|-----|--|-----|----|-----------------------------|----|-----|
| Present return. | | | Next preceding re- turn. | | | Present return. | | | Next preceding re- turn. | | |
| S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. |
| ... | ... | ... | ... | ... | ... | 15 | 12 | 15 | 8 | 14 | ... |
| ... | ... | ... | ... | ... | ... | 16 | 0 | 16 | 0 | 13 | ... |
| ... | ... | ... | ... | ... | ... | 14 | 0 | 15 | 8 | 13 | ... |
| ... | ... | ... | ... | ... | ... | 14 | 8 | 14 | 8 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 12 | 0 | 12 | 0 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 14 | 0 | 14 | 0 | 11 | 11 |
| ... | ... | ... | ... | ... | ... | 14 | 4 | 14 | 0 | 12 | ... |
| 8 | 0 | 8 | 0 | 10 | 0 | 14 | 0 | 13 | 5 | 11 | 11 |
| ... | ... | ... | ... | ... | ... | 21 | 9 | 20 | 0 | 15 | ... |
| ... | ... | ... | ... | ... | ... | 20 | 0 | 20 | 0 | 14 | ... |
| ... | ... | ... | ... | ... | ... | 16 | 0 | 16 | 0 | 10 | ... |
| ... | ... | ... | ... | ... | ... | 10 | 10 | 13 | 0 | 9 | ... |
| ... | ... | ... | ... | ... | ... | 21 | 12 | 21 | 12 | 13 | ... |
| ... | ... | ... | ... | ... | ... | 17 | 1 | 15 | 9 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 14 | 0 | 13 | 0 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 11 | 0 | 11 | 0 | 9 | ... |
| ... | ... | ... | ... | ... | ... | 14 | 8 | 16 | 0 | 11 | ... |
| ... | ... | ... | ... | ... | ... | 15 | 0 | 15 | 0 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 15 | 0 | 15 | 0 | 12 | ... |
| ... | ... | ... | ... | ... | ... | 13 | 0 | 11 | 8 | 13 | ... |
| ... | ... | ... | ... | ... | ... | 12 | 8 | 12 | 8 | 10 | ... |
| ... | ... | ... | ... | ... | ... | 17 | 8 | 18 | 8 | 11 | ... |
| ... | ... | ... | ... | ... | ... | 12 | 0 | 12 | 0 | 10 | ... |

quarters Station Bazars of the Districts of Bengal on the 31st October 1902.

| | | | | | | | | | | | | WHOLESALE PRICES PER MAUND OF 40 SEERS. | | | DISTRICTS. | Number. |
|---|-----------------|---------------------------------------|---|-----------------|---------------------------------------|-----------------|-----------------|---------------------------------------|-----------------|-----------------|---------------------------------------|---|------|---|--------------|---------|
| INDIAN-CORN OR MAIZE. (Zea mays.) | | | ARHAR OR THUR, CADJAN PEA. (Cajanus indicus.) | | | SALT. | | | SALT. | | | | | | | |
| Present return. | Next return. | Corresponding return of last year. | Present return. | Next return. | Corresponding return of last year. | Present return. | Next return. | Corresponding return of last year. | Present return. | Next return. | Corresponding return of last year. | | | | | |
| S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | | | |
| ... | ... | ... | 12 0 | 12 0 | 10 8 | A 12 0 | 11 4 | 11 8 | 3 3 | 0 | 3 4 | 0 | 3 8 | 0 | Burdwan. | 1 |
| ... | ... | ... | 15 0 | 15 0 | 9 0 | B 10 8 | 10 8 | 10 11 | 3 12 | 0 | 3 12 | 0 | 3 12 | 0 | Birbhum. | 2 |
| ... | ... | ... | 13 0 | 13 4 | 11 0 | C 11 0 | 11 10 | 10 0 | 3 8 | 0 | 3 8 | 0 | 3 12 | 0 | Bankura. | 3 |
| ... | ... | ... | ... | ... | ... | D 10 8 | 10 8 | 10 0 | 3 7 | 0 | 3 7 | 0 | 3 10 | 0 | Midnapore. | 4 |
| ... | ... | ... | 8 0 | 8 0 | 8 0 | E 10 8 | 10 8 | 10 0 | 3 12 | 0 | 3 12 | 0 | 3 12 | 0 | Hooghly. | 5 |
| ... | ... | ... | 11 8 | 11 8 | 11 4 | F 10 8 | 10 8 | 10 8 | 3 12 | 0 | 3 12 | 0 | 3 10 | 0 | Howrah. | 6 |
| ... | ... | ... | 12 0 | 12 0 | 11 4 | G 11 0 | 10 10 | 10 11 | 3 4 | 6 | 3 5 | 0 | 3 9 | 0 | 24-Parganas. | 7 |
| 18 0 | 20 0 | 17 12 | 9 6 | 9 0 | 9 6 | H 11 0 | 11 0 | 11 0 | 3 6 | 0 | 3 6 | 0 | 3 8 | 0 | Calcutta. | 8 |
| ... | ... | ... | 11 6 | 11 8 | 9 7 | I 12 8 | 12 8 | 11 6 | 3 3 | 0 | 3 3 | 0 | 3 8 | 0 | Nadia. | 9 |
| ... | ... | ... | 12 8 | 12 8 | 11 8 | J 11 0 | 11 0 | 11 0 | 3 6 | 6 | 3 6 | 0 | 3 7 | 0 | Murshidabad. | 10 |
| ... | ... | ... | 17 0 | 17 0 | 10 0 | K 10 0 | 10 0 | 9 8 | 3 14 | 0 | 3 14 | 0 | 3 12 | 0 | Jessore. | 11 |
| ... | ... | ... | 8 2 | 10 12 | 8 0 | L 10 0 | 10 0 | 10 0 | 3 12 | 0 | 3 12 | 0 | 3 12 | 0 | Khulna. | 12 |
| ... | ... | ... | 12 0 | 12 0 | 13 8 | M 10 8 | 10 8 | 9 12 | 3 10 | 9 | 3 10 | 9 | 4 0 | 0 | Rajshahi. | 13 |
| ... | ... | ... | 12 0 | 10 12 | 9 9 | N 10 8 | 11 0 | 10 8 | 3 12 | 0 | 3 7 | 0 | 3 12 | 0 | Dinajpur. | 14 |
| ... | ... | ... | ... | ... | 10 0 | O 10 0 | 10 0 | 10 0 | 3 8 | 6 | 3 9 | 0 | 3 12 | 6 | Jalpaiguri. | 15 |
| 21 0 | 21 0 | 20 0 | 6 0 | 6 8 | 6 8 | P 8 8 | 8 8 | 8 8 | 4 10 | 0 | 4 10 | 0 | 4 12 | 0 | Darjeeling. | 16 |
| 17 0 | 17 0 | 11 0 | 10 0 | 10 0 | 6 0 | Q 10 8 | 10 8 | 9 0 | 3 12 | 0 | 3 12 | 0 | 4 0 | 0 | Rangpur. | 17 |
| ... | ... | ... | 13 8 | 13 8 | 12 0 | R 10 8 | 10 8 | 10 2 | 3 10 | 8 | 3 10 | 8 | 3 13 | 4 | Bogra. | 18 |
| ... | ... | ... | 9 12 | 9 12 | 8 4 | S 10 8 | 10 8 | 9 12 | 3 10 | 6 | 3 11 | 0 | 3 13 | 0 | Pabna. | 19 |
| ... | ... | ... | 13 0 | 11 8 | 9 12 | T 10 8 | 10 8 | 10 0 | 3 12 | 0 | 3 12 | 0 | 3 14 | 0 | Dacca. | 20 |
| ... | ... | ... | 8 8 | 8 8 | 7 8 | U 10 0 | 10 0 | 9 0 | 3 12 | 0 | 3 12 | 0 | 4 7 | 0 | Mymensingh. | 21 |
| ... | ... | ... | 13 0 | 13 0 | 8 0 | V 10 14 | 10 10 | 10 0 | 3 10 | 0 | 3 10 | 0 | 4 0 | 0 | Fariapur. | 22 |
| ... | ... | ... | ... | ... | ... | W 10 0 | 10 0 | 10 0 | 3 10 | 0 | 3 10 | 0 | 3 10 | 0 | Backergunge. | 23 |

K. In the subdivisions the retail prices of salt per rupee are—Bagerhat 10 seers; Satkhira 11 seers.
 L. In the subdivisions the retail prices of salt per rupee are—Nator 10 seers 8 chitaks; Naugaon 10 seers 2 chitaks.
 M. No report from subdivision.
 N. At Alipur Duars the retail price of salt is 8 seers per rupee.
 O. At Kurseong and Siliguri the retail prices of salt per rupee is 8 and 9 seers respectively.
 P. In the subdivisions the retail prices of salt per rupee are—Gaibanda 10 seers; Kurigram 8 seers; Nilphamari 10½ seers.
 Q. At Sirajganj the retail price of salt is 12 seers 1 chitak per rupee.
 R. In the marts in the interior of the district the retail prices of salt per rupee are—Madanganj 11 seers; Manikganj 9 seers; Mirkadim 11 seers 6 chitaks.
 S. In the subdivisions the retail prices of salt per rupee are—Kishorganj 10 seers 11 chitaks; Jamalpur 10 seers 10 chitaks; Tangail 9½ seers; Netrokona 10 seers 12 chitaks.
 T. In the subdivisions the retail prices of salt per rupee are—Goalundo 10 seers; Madaripur 10½ seers (crushed).
 U. In the subdivisions the retail prices of salt per rupee are—Pirojpur 10 seers; Patuakhali 9 seers; Bhola 10 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

| Number. | | DISTRICTS. | QUANTITIES PER RUPEE IN | | | | | | | | | | | |
|------------------------|----|-------------------|-------------------------|------------------------|------------------------------------|--------------------|------------------------|------------------------------------|----------------------|------------------------|------------------------------------|-----------------------------------|--------------------------|------------------------------------|
| | | | WHEAT. | | | BARLEY. | | | RICE, COMMON. | | | JOWAR OR CHOLU (Sorghum Vulgare). | | |
| | | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| BENGAL—concluded. | | | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. |
| CHITTAGONG DIVISION. | 24 | Tippera ... | ... | ... | ... | ... | ... | ... | 14 0 | 14 0 | 8 0 Aman 12 5 | ... | ... | ... |
| | 25 | Noakhali ... | ... | ... | ... | ... | ... | ... | 12 6 | 12 0 | 12 0 | ... | ... | ... |
| | 26 | Chittagong ... | ... | ... | ... | ... | ... | ... | 12 12 | 12 10 | 10 10 | ... | ... | ... |
| BIHAR. | | | | | | | | | | | | | | |
| PATNA DIVISION. | 27 | Patna ... | 14 12 | 14 0 | 14 0 | 19 12 | 20 0 | 18 0 | 13 0 | 13 0 | 12 8 | White 16 0 Raksa 26 0 | White 16 0 Raksa 26 0 | 19 0 |
| | 28 | Gaya ... | 14 0 | 13 12 | 12 0 | 18 0 | 18 0 | 16 8 | 13 4 | 12 0 | 10 4 | ... | 16 0 | 16 0 |
| | 29 | Shahabad .. | 14 0 | 14 0 | 12 0 | 20 0 | 20 0 | 15 0 | 13 0 | 12 0 | 9 0 | ... | ... | ... |
| | 30 | Saran ... | 14 12 | 15 0 | 12 8 | 20 0 | 23 0 | 16 0 | 15 0 | 16 0 | 11 0 | ... | 35 0 | ... |
| | 31 | Champaran ... | 13 8 to 16 0 | 13 8 to 16 0 | 12 0 | 21 0 to 22 0 | 23 0 | 19 4 | 17 8 | 17 12 | 12 4 | ... | ... | ... |
| BHAGALPUR DIVISION. | 32 | Muzaffarpur ... | 14 0 | 13 0 | 12 0 | 18 0 | 18 0 | 21 0 | 12 0 | 11 8 | 11 0 | ... | ... | ... |
| | 33 | Darbhanga ... | 14 4 | 14 1 | 12 0 | 18 11 | 17 9 | 17 9 | 13 3 | 15 6 | 11 4 | ... | ... | ... |
| | 34 | Monghyr ... | 15 8 | 15 0 | 13 10 | 17 0 | 23 8 | 14 11 | 11 0 | 10 4 | 11 9 | ... | ... | ... |
| | 35 | Bhagalpur ... | 13 14 | 13 16 | 12 10 | 20 0 | 19 0 | 20 4 | 12 10 Aghani | 12 10 Aghani | 10 12 Aghani | ... | ... | ... |
| | 36 | Purnea ... | 15 0 | 15 0 | 12 0 | ... | ... | ... | 10 0 Bhadol | 10 0 Bhadol | 8 0 Bhadol | ... | ... | ... |
| ORISSA. | 37 | Malda ... | 16 0 | 16 8 | 13 0 | ... | ... | ... | 13 0 | 12 0 | 10 0 | ... | ... | ... |
| | 38 | Sonthal Parganas. | 11 12 | 11 8 | 10 0 | 15 0 | 15 0 | ... | 14 0 | 13 0 | 12 0 | ... | ... | ... |
| CHOTA NAGPUR DIVISION. | 39 | Cuttack ... | 11 13 | 11 7 | 11 2 | ... | ... | ... | 15 6 | 15 1 | 13 7 | ... | ... | ... |
| | 40 | Balasore ... | ... | ... | 9 0 or 10 0 | ... | ... | ... | 14 0 | 14 0 | 11 8 | ... | ... | ... |
| | 41 | Angul ... | ... | ... | ... | ... | ... | ... | 11 0 | 13 0 | ... | ... | ... | ... |
| | 42 | Puri ... | 10 8 | 10 8 | 10 8 | ... | ... | ... | 13 14 | 14 7 | 15 0 | ... | ... | ... |
| CHOTA NAGPUR. | | | | | | | | | | | | | | |
| CHOTA NAGPUR DIVISION. | 43 | Bazaribagh ... | 10 8 | 11 0 | 11 0 | 14 8 | 14 8 | 16 0 | Old 12 0 New 14 8 | 13 8 | 11 8 | ... | ... | ... |
| | 44 | Ranchi ... | 8 0 to 10 0 | 8 0 to 10 0 | 7 12 to 10 0 | 11 0 | 10 0 | 16 0 | 14 0 | 14 8 | 13 0 | ... | ... | ... |
| | 45 | Palamau ... | 11 14 | 11 4 | 10 2 | 13 8 | 13 8 | 13 8 | 14 14 | 15 12 | 11 4 | ... | ... | ... |
| | 46 | Manbhum ... | 12 0 | 12 0 | 11 0 | 16 0 | 16 0 | 16 0 | 13 8 | 14 0 | 13 4 | ... | ... | ... |
| | 47 | Singbhum ... | 11 0 | 11 0 | 10 0 | ... | ... | ... | 15 0 | 14 0 | 14 0 | ... | ... | ... |

- V. In the subdivisions the retail prices of salt per rupee are—Chandpur 9 seers; Brahmanbaria 10 seers.
W. At Feni hit the retail price of salt is 10 seers per rupee.
X. Return from Cox's Bazar not received.
Y. In the subdivisions the retail prices of salt per rupee are—Barh 11½ seers; Dinapore 10½ seers; Bihar 10½ seers.
Z. In the subdivisions the retail prices of salt per rupee are—Jahanabad 10 seers; Nawada 10 seers; Aurangabad 11 seers.
a. In the subdivisions the retail prices of salt per rupee are—Buxar 11 seers; Bhabua 10½ seers; Sasaram 11 seers.
b. In the subdivisions the retail prices of salt per rupee are—Siwan 13 seers 15 chitaks; Gopalganj (Mirganj) 12 seers 12 chitaks.
c. At Bettiah the retail price of salt is 10½ seers per rupee.
d. In the subdivisions the retail prices of salt per rupee are—Hajipur 10½ seers; Sitamarhi 11 seers.
e. In the subdivisions the retail prices of salt per rupee are—Samastipur 10 seer; Madhubani 10 seers 11 chitaks.
f. In the subdivisions the retail prices of salt per rupee are—Begusarai 10½ seers; Jamui 10½ seers.

CALCUTTA,

The 7th November 1902.

SEERS OF 80 TOLAH.

| BAJRA OR CUMBU. (<i>Pennisetum typhoides</i> .) | | | MARUA OR RAGI. (<i>Eriusina Corocana</i> .) | | |
|---|------|-----------------------------|---|------|-----------------------------|
| Present return. | | Next preceding re- turn. | Present return. | | Next preceding re- turn. |
| S. | Ch. | S. | Ch. | S. | Ch. |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 20 0 | 20 0 | 18 0 |
| ... | ... | ... | ... | ... | 16 8 |
| ... | ... | ... | ... | ... | ... |
| ... | 20 0 | ... | 25 0 | 25 0 | 20 0 |
| ... | ... | ... | 31 0 | 31 0 | 21 0 |
| ... | ... | ... | 25 0 | 24 0 | ... |
| ... | ... | ... | 27 8 | 24 4 | 19 4 |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | 14 0 | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 23 0 | 27 0 | 25 0 |
| ... | ... | ... | 28 0 | 32 0 | 30 0 |
| ... | ... | ... | 27 0 | 27 0 | 23 10 |
| ... | 22 0 | 24 0 | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |

| KANGNI OR KAKUN, ITALIAN MILLET. (<i>Setaria Italica</i> .) | | | | | | GRAM, CHANA, CHHOLA, KADALAY OR SUNAGA. (<i>Cicer aristinum</i> .) | | | | | |
|--|-----|-----------------------------|-----|--|-----|--|-----|-----------------------------|-----|--|-----|
| Present return. | | Next preceding re- turn. | | re- Corresponding turn of last year. | | Present return. | | Next preceding re- turn. | | re- Corresponding turn of last year. | |
| S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. | S. | Ch. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | 12 | 0 | 9 | 8 | 8 | 0 |
| ... | ... | ... | ... | ... | ... | 10 | 4 | 10 | 4 | 9 | 8 |
| 20 | 0 | 20 | 0 | 20 | 0 | 19 | 12 | 20 | 0 | 16 | 0 |
| 14 | 0 | 16 | 0 | 16 | 8 | 19 | 8 | 18 | 0 | 15 | 8 |
| ... | ... | ... | ... | ... | ... | 20 | 0 | 20 | 0 | 15 | 0 |
| 13 | 0 | 17 | 0 | ... | ... | 21 | 8 | 22 | 0 | 16 | 0 |
| ... | ... | ... | ... | ... | ... | 21 | 0 | } 21 8 | 18 | 0 | ... |
| ... | ... | ... | ... | ... | ... | 22 | 0 | | | | |
| ... | ... | ... | ... | ... | ... | 20 | 0 | 19 | 0 | 16 | 0 |
| ... | ... | ... | ... | ... | ... | 17 | 9 | 18 | 11 | 16 | 8 |
| ... | ... | ... | ... | ... | ... | 24 | 0 | 20 | 0 | 15 | 12 |
| ... | ... | ... | ... | ... | ... | 18 | 0 | 17 | 12 | 15 | 4 |
| ... | ... | ... | ... | ... | ... | } Large 14 0 14 0 | | } Small 16 0 16 0 | | } 11 8 | |
| ... | ... | ... | ... | ... | ... | | | | | | |
| ... | ... | ... | ... | ... | ... | 21 | 0 | 21 | 0 | 14 | 0 |
| ... | ... | ... | ... | ... | ... | 15 | 0 | 15 | 0 | 12 | 0 |
| ... | ... | ... | ... | ... | ... | Biri or kalai. | | | | | |
| ... | ... | ... | ... | ... | ... | 17 | 1 | 16 | 11 | 13 | 12 |
| ... | ... | ... | ... | ... | ... | Chhola. | | | | | |
| ... | ... | ... | ... | ... | ... | 14 | 0 | 14 | 0 | 12 | 0 |
| ... | ... | ... | ... | ... | ... | Biri. | | | | | |
| ... | ... | ... | ... | ... | ... | 15 | 0 | 15 | 0 | 13 | 0 |
| ... | ... | ... | ... | ... | ... | 18 | 0 | 18 | 0 | ... | ... |
| ... | ... | ... | ... | ... | ... | 16 | 8 | 16 | 7 | 12 | 0 |
| ... | ... | ... | ... | ... | ... | 14 | 0 | 14 | 0 | 12 | 0 |
| ... | ... | ... | ... | ... | ... | 14 | 0 | } 13 0 to 14 0 | | } 11 8 | |
| ... | ... | ... | ... | ... | ... | 15 | 3 | 15 | 12 | 10 | 2 |
| ... | ... | ... | ... | ... | ... | 15 | 8 | 15 | 0 | 13 | 0 |
| ... | ... | ... | ... | ... | ... | 12 | 0 | 12 | 0 | 9 | 0 |

Station Bazars of the Districts of Bengal on the 31st October 1902—concl'd.

| | | | | | | | | | | WHOLESALE PRICES PER MAUND OF 40 SEERS. | | | | | DISTRICTS. | Number. | |
|---|-----------------|---------------------------------------|---|-----------------|---------------------------------------|-----------------|-----------------|---------------------------------------|-----------------|---|---------------------------------------|-------------------------------|-----------------------|----|---------------------------|---------|----|
| INDIAN-CORN OR MAIZE. (Zea mays.) | | | ARHAR OR THUR, CADJAN PEA. (Cajanus Indicus.) | | | SALT. | | | SALT. | | | | | | | | |
| Present return. | Next return. | Corresponding return of last year. | Present return. | Next return. | Corresponding return of last year. | Present return. | Next return. | Corresponding return of last year. | Present return. | Next return. | Corresponding return of last year. | | | | | | |
| S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | | | | |
| BENGAL—continued | | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | V 10 0 | 10 0 | 9 0 | 13 14 0 | 3 12 0 | 4 8 0 | Tippera. | 24 | } | CHITTAGONG DIVISION. | 24 | |
| ... | ... | ... | ... | ... | ... | W 9 0 | 9 0 | 9 0 | 14 6 0 | 4 2 0 | 4 8 0 | Noakhali. | 25 | | | | |
| ... | ... | ... | 8 12 | 8 12 | 8 8 | X 10 0 | 10 0 | 9 8 | 13 6 0 | 3 6 0 | 4 0 0 | Panga. Chittagong. | 26 | | | | |
| 25 8 | 25 8 | 19 0 | 21 0 | 21 8 | 15 0 | Y 11 0 | 10 12 | 10 8 | 3 11 0 | 3 11 0 | 3 12 0 | Patua. | 27 | } | PATNA DIVISION. | 27 | |
| 22 8 | 24 8 | 17 8 | 15 0 | 15 0 | 13 0 | Z 11 0 | 11 4 | 10 0 | 3 8 6 | 3 8 6 | 3 14 0 | Gaya. | 28 | | | | |
| 23 0 | 22 0 | 17 0 | 12 0 | 12 0 | 12 0 | a 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 0 0 | Shahabad. | 29 | | | | |
| 27 8 | 30 0 | 19 0 | 15 0 | 15 0 | 13 0 | b 11 0 | 11 4 | 10 8 | 3 10 0 | 3 8 0 | 3 12 0 | Panga. Saran. | 30 | } | | 30 | |
| 30 0 | 31 0 | 20 0 | 22 0 | 22 0 | 18 0 | c 11 0 | 11 0 | 10 0 | 3 10 0 | 3 9 0 | 4 0 0 | Champan. | 31 | | | | |
| 26 0 | 25 0 | 18 0 | 14 0 | 14 0 | 13 0 | d 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 0 0 | Muzaffarpur | 32 | | | | |
| 20 14 | 24 4 | 19 4 | 13 3 | 13 3 | 12 0 | e 11 0 | 11 0 | 10 11 | 3 10 0 | 3 10 0 | 3 10 0 | Darbhanga. | 33 | } | BHAGALPUR DIVISION. | 33 | |
| 28 8 | 30 0 | 21 0 | 18 0 | 16 0 | 15 12 | f 10 8 | 10 0 | 10 8 | 3 14 6 | 3 14 6 | 3 6 6 | Monghyr | 34 | | | | |
| 20 0 | 26 8 | 19 0 | 12 10 | 12 10 | 10 4 | g 10 12 | 10 12 | 10 4 | 13 10 0 | 3 10 0 | 3 11 6 | Bhagalpur. | 35 | | | | |
| ... | ... | ... | 10 0 | 10 20 | 8 0 | h 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 0 0 | Purnea. | 36 | } | CHOTA NAGPUR DIVISION. | 36 | |
| ... | 40 0 | 22 0 | 13 0 | 14 0 | 10 0 | i 10 0 | 10 0 | 9 8 | 3 12 0 | 3 12 0 | 4 0 0 | Panga. Karkatch. Ma'da. | 37 | | | | |
| 23 0 | 28 0 | 20 4 | 18 0 | 18 0 | 12 5 | j 10 8 | 10 8 | 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | Sonthal Parganas. | 38 | | | | |
| ... | ... | ... | 15 12 | 15 12 | 13 12 | k 13 0 | 13 0 | 13 0 | 3 0 0 | 3 0 0 | 3 2 0 | ORISSA. Cuttack. | 39 | } | ORISSA DIVISION. | 39 | |
| ... | ... | ... | 10 0 | 10 0 | 8 0 or 11 0 | l 11 4 | 11 0 | 11 0 | 3 7 0 | 3 8 0 | 3 10 0 | Panga. Balasore. | 40 | | | | |
| ... | ... | ... | 15 0 | 15 0 | ... | m 7 8 | 8 0 | ... | 1 ... | ... | ... | Angul. | 41 | | | | |
| ... | ... | ... | 10 8 | 9 3 | 7 0 | ... | 13 0 | 12 7 | 13 8 | 13 0 0 | 3 2 0 | 2 14 0 | Puri. | 42 | } | | 42 |
| 22 0 | 25 0 | 21 0 | 9 8 | 9 8 | 9 0 | ... | 9 0 | 8 8 | 9 0 | 14 3 0 | 4 7 0 | 4 7 0 | Panga. Hazaribagh. | 43 | | | |
| 25 0 | 26 0 | 24 0 | 6 8 | 6 3 | 6 0 to 7 0 | ... | 9 12 | 9 12 | 9 0 | 14 1 0 | 4 0 0 | 4 6 0 | Panga. Ranchi. | 44 | | | |
| 27 0 | 27 0 | 19 2 | 11 14 | 11 13 | 11 5 | ... | 10 2 | 10 6 | 9 0 | 1 ... | ... | ... | Panga. Palanau. | 45 | } | | 45 |
| 26 0 | 26 0 | 30 0 | 11 0 | 11 8 | 9 8 | n 10 12 | 10 8 | 10 0 | 3 8 0 | 3 8 0 | 3 12 0 | 3 12 0 | Panga. Manbhum. | 46 | | | |
| ... | ... | ... | 10 0 | 10 0 | 8 0 | ... | 9 0 | 9 0 | 9 0 | 4 4 0 | 4 0 0 | 3 8 0 | Singbhum. | 47 | | | |

g. In the subdivisions the retail prices of salt per rupee are—Banka 10 seers; Madhipura 10 seers; Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.
i. At Balia Nawabganj the retail price of salt is 10 seers per rupee.
j. In the subdivisions the retail prices of salt per rupee are—Deoghur 10 seers (panga); Godda 10 seers; Jamtara 11 seers; Pakaur return not received; Rajmahal 11 seers.
k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers 10 chitaks (panga); Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m. In the marts in the interior of the district the retail prices of salt per rupee are—Sankhpur 8½ seers; Binsipara 9 seers.
n. At Khurda the retail price of salt is 12½ seers per rupee.
o. At Gobindpur the retail prices of salt is 10 seers 10 chitaks per rupee.

Published for general information.

W. C. MACPHERSON,
Offy. Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.

| Number. | MARTS. | | | | | | | | | | | | |
|---------|-------------|-------------------|------------------------|------------------------------------|---------------------------|------------------------|---|------------------------------------|-----------------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|
| | | RICE (BEST SORT). | | | COMMON RICE (mota chaul). | | | WHEAT (<i>Triticum sativum</i>). | | | BARLEY (<i>Hordeum vulgare</i>). | | |
| | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 1 | Calcutta | 5 4 0 | 5 4 0 | 5 4 0 | 3 12 0 | 3 12 0 | 4 4 0 | 3 4 0 | 3 8 0 | 3 8 0 | 2 6 0 | 2 6 0 | 2 6 0 |
| 2 | Burdwan | 4 7 0 | 4 6 0 | 5 0 0 | 3 5 0 | 3 4 0 | 3 8 0 | ... | ... | ... | ... | ... | ... |
| 3 | Midnapore | 4 0 0 | 4 0 0 | 4 8 0 | 3 5 0 | 3 5 0 | <div>Old 3 13 0 New 3 3 0</div> | ... | ... | ... | ... | ... | ... |
| 4 | Pabna | 6 10 0 | 6 10 0 | 6 10 6 | 3 5 0 | 3 4 0 | 3 8 0 | 2 8 6 | 2 8 6 | 2 10 0 | ... | ... | ... |
| 5 | Rangpur | 5 0 0 | 5 0 0 | 6 0 0 | 4 0 0 | 4 0 0 | 4 0 0 | 3 4 0 | 3 4 0 | 3 12 0 | ... | ... | ... |
| 6 | Dacca | 4 0 0 | 4 4 0 | 4 12 0 | 3 6 0 | 3 6 0 | 4 4 0 | 2 12 0 | 3 4 0 | 3 0 0 | 2 4 0 | 2 12 0 | 2 8 0 |
| 7 | Chittagong | ... | ... | ... | 3 0 0 | 3 2 0 | 3 6 0 | ... | ... | ... | ... | ... | ... |
| 8 | Patna | 3 4 0 | 3 5 0 | 4 6 0 | 3 0 0 | 3 0 0 | 3 3 0 | 2 10 6 | 2 13 0 | 2 12 0 | 2 0 0 | 1 15 0 | 2 3 0 |
| 9 | Muzaffarpur | 5 0 0 | 5 0 0 | 5 11 6 | 3 3 0 | 3 5 3 | 3 7 9 | 2 12 3 | 2 13 9 | 3 3 0 | 2 3 2 | 2 1 3 | 1 13 0 |
| 10 | Bhagalpur | 3 15 0 | 4 3 6 | 4 8 0 | 3 10 6 | 3 10 6 | 3 8 0 | 2 14 0 | 2 14 0 | 3 2 0 | 1 15 0 | 2 0 6 | 1 15 0 |
| 11 | Cuttack | 4 4 0 | 4 4 0 | 3 15 0 | 2 9 0 | 2 9 0 | 2 15 6 | 3 4 0 | 3 4 6 | 3 6 0 | ... | ... | ... |
| 12 | Ranohi | 4 10 9 | 4 10 0 | 4 3 6 | 2 13 6 | 2 12 0 | 3 1 2 | <div>4 0 0 to 5 0 0</div> | <div>4 0 0 to 5 0 0</div> | <div>4 9 0</div> | 3 10 0 | 4 0 0 | 2 8 0 |

CALCUTTA,
The 7th November 1902.

| JUAB OR CHOLUM (<i>Sorghum vulgare</i>). | | | BAJBA OR CUMBU (<i>Pennisetum typhoides</i>). | | | MARUA OR RAGI (<i>Eleusine corocana</i>). | | | GRAM, CHANA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>). | | | |
|--|------------------------|------------------------------------|---|------------------------|------------------------------------|---|------------------------|------------------------------------|--|---------------------------|------------------------------------|--------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | |
| 2 8 0 | 2 10 0 | 3 0 0 | 2 8 0 | 2 12 0 | 3 8 0 | ... | ... | ... | 2 8 0 | 2 12 0 | 3 0 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 8 0 | 2 9 0 | 2 14 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 8 0 | 2 8 0 | 3 2 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 10 6 | 2 10 6 | 3 5 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 12 0 | 2 8 0 | 3 4 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 0 0 | 3 8 0 | 3 0 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 6 0 | 3 6 0 | 3 8 0 | |
| White. 2 7 0 Raksa. 1 8 0 | 2 7 0 1 8 0 | 2 1 0 | ... | ... | ... | 1 15 0 | 1 15 0 | 2 3 0 | 2 0 0 | 1 15 0 | 2 6 9 | |
| ... | ... | | ... | ... | ... | 1 9 2 | 1 9 6 | ... | 2 0 0 | 2 0 0 | 2 5 6 | |
| ... | ... | | ... | ... | ... | ... | ... | ... | 2 11 0 | 2 4 0 | 2 10 0 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 4 0 | Biri or kalai. 2 4 0 | | 2 11 6 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 13 6 | { 2 13 6 to 3 1 0 } | | 3 7 6 |

1616a

| PRICE PER MAUND | | | | | | | | | | | |
|--|------------------------|------------------------------------|--|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|---|------------------------|------------------------------------|
| INDIAN-CORN OR MAIZE (<i>Zea mays</i>). | | | ARHAR DAL OR THUR— CADJAN PEA (<i>Cajanus indicus</i>). | | | LINSEED. | | | MUSTARD AND RAPESEED. | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 2 0 0 | 2 0 0 | 2 2 0 | 4 0 0 | 4 4 0 | 4 0 0 | 6 4 0 | 6 12 0 | 7 0 0 | 4 8 0 | 5 0 0 | 5 0 0 |
| ... | ... | ... | 3 3 0 | 3 3 0 | 3 14 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 6 0 0 |
| ... | ... | ... | 3 12 0 to 4 0 0 | 4 0 0 | 4 0 0 to 4 10 0 | 6 6 0 | 6 6 0 | 6 0 0 | 4 4 0 to 4 10 0 | 4 4 0 to 4 10 0 | 4 12 0 to 5 12 0 |
| ... | ... | ... | 4 13 0 | 4 5 0 | 4 15 0 | 4 8 0 | 4 8 0 | 6 8 0 | 4 10 0 | 4 10 0 | 4 4 0 |
| 2 4 0 | 2 4 0 | 3 4 0 | 4 0 0 | 4 0 0 | 5 8 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 5 4 0 |
| ... | ... | ... | 3 0 0 | 3 8 0 | 4 0 0 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 4 4 0 | 4 4 0 | 5 4 0 | ... | ... | ... | 4 0 0 | 4 6 0 | 5 4 0 |
| 1 8 9 | 1 8 9 | 2 1 0 | 1 14 0 | 2 5 0 | 2 10 0 | 5 0 0 | 5 0 0 | 6 0 0 | 4 0 0 | 3 15 0 | 5 0 0 |
| 1 6 2 | 1 8 6 | 2 0 9 | 2 12 0 | 2 12 0 | 2 15 3 | ... | ... | ... | ... | ... | ... |
| 1 8 0 | 1 14 6 | 2 1 9 | 3 2 0 | 3 2 0 | 3 14 0 | 6 0 0 | 6 0 0 | ... | 4 0 0 Mustard. 4 0 6 Rapeseed. | 4 0 0 4 0 6 | 4 12 0 4 12 0 |
| ... | ... | ... | 2 5 6 | 2 5 6 | 2 11 6 | ... | ... | ... | 4 13 0 | 4 4 9 | 4 1 3 |
| ... | ... | ... | 6 2 6 | 6 2 6 | 5 11 0 to 6 10 0 | 6 10 0 | 5 11 6 | 6 10 0 | 4 7 0 to 4 12 0 | 4 7 0 to 5 0 0 | 4 10 0 to 4 12 0 |

STANDARD SEERS.

| TIL OR JINJILI SEED. | | | SUGAR (RAW). | | | COTTON, CLEANED. | | | JUTE. | | |
|----------------------|------------------------|------------------------------------|---------------------------|---------------------------|------------------------------------|------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 4 4 0 | 4 8 0 | 5 0 0 | 4 4 0 | 4 4 0 | 4 0 0 | 16 0 0 | 16 0 0 | 17 0 0 | 5 4 0 | 5 0 0 | 4 12 0 |
| ... | ... | ... | 4 0 0 | 4 0 0 | 4 0 0 | 18 0 0 | 20 0 0 | 16 0 0 | ... | ... | ... |
| ... | ... | ... | { 3 10 0 to 4 2 0 } | { 3 12 0 to 4 4 0 } | { 3 8 0 to 4 0 0 } | 20 0 0 | 20 0 0 | 20 0 0 | ... | ... | ... |
| ... | ... | ... | 4 0 0 | 3 14 0 | 3 12 0 | 21 0 0 | 21 0 0 | 21 0 0 | ... | ... | 4 4 0 |
| ... | ... | ... | 4 0 0 | 4 0 0 | 6 4 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 5 0 0 |
| ... | ... | ... | 5 0 0 | 5 0 0 | 5 8 0 | ... | ... | ... | 5 0 0 | 4 8 0 | 4 0 0 |
| ... | ... | ... | 5 8 0 | 6 0 0 | 4 8 0 | 14 8 0 | 14 4 0 | 14 0 0 | ... | ... | ... |
| 5 0 0 | 5 12 0 | 5 0 0 | 3 8 0 | 3 8 0 | 3 0 0 | 15 0 0 | 15 0 0 | 16 0 0 | 3 8 0 | 3 8 0 | 3 0 0 |
| ... | ... | ... | 2 10 6 | 2 10 6 | 3 10 0 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 4 1 0 | 4 1 0 | 5 4 0 | 19 0 0 | 19 0 0 | 18 8 0 | ... | ... | ... |
| 4 7 0 | 4 2 0 | 4 4 0 | 4 11 0 | 4 8 0 | 4 8 0 | 22 0 0 | 20 0 0 | 22 0 0 | ... | ... | ... |
| ... | ... | ... | { 4 0 0 to 5 12 0 } | { 4 0 0 to 4 7 0 } | { 4 0 0 to 4 7 0 } | 20 0 0 | 20 0 0 | 20 0 0 | ... | ... | ... |

| GHI (CLARIFIED BUTTER). | | | TOBACCO LEAF. | | | HIDES (COW). | | | GRASS. | | |
|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 37 0 0 | 37 0 0 | 42 8 0 | 8 8 0 | 7 0 0 | 9 0 0 | 300 0 0 | 250 0 0 | 250 0 0 | 1 0 0 | 1 0 0 | 0 14 9 |
| 28 0 0 | 30 0 0 | 42 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 28 0 0 | 28 0 0 | 39 8 0 | 5 12 0 | 5 12 0 | 5 8 0 | Uncleaned hide per piece. | | | ... | ... | ... |
| | | | 7 8 0 | 7 8 0 | 7 4 0 | Cleansed hide per piece. | | | ... | ... | ... |
| 53 0 0 | 53 0 0 | 52 0 0 | 7 0 0 | 7 0 0 | 8 4 0 | ... | ... | ... | ... | ... | ... |
| 36 0 0 | 36 0 0 | 42 0 0 | 10 0 0 | 10 0 0 | 9 0 0 | ... | ... | ... | 0 2 6 | 0 2 6 | 0 2 6 |
| 40 0 0 | 40 0 0 | 45 0 0 | 7 0 0 | 7 8 0 | 8 0 0 | Per maund. | | | 0 5 0 | 0 4 0 | 0 3 0 |
| 30 0 0 | 32 0 0 | 42 0 0 | 6 8 0 | 6 12 0 | 11 0 0 | 16 4 0 | 16 0 0 | 18 0 0 | ... | ... | ... |
| 26 0 0 | 30 0 0 | 35 0 0 | 4 0 0 | 4 0 0 | 3 0 0 | ... | ... | ... | 0 4 0 | 0 4 0 | 0 4 0 |
| 26 10 6 | 27 13 0 | 32 0 0 | 8 0 0 | 8 0 0 | 8 0 0 | ... | ... | ... | ... | ... | ... |
| 32 0 0 | 32 0 0 | 40 0 0 | 8 0 0 | 8 0 0 | ... | ... | ... | ... | ... | ... | ... |
| 33 12 0 | 33 12 0 | 43 2 0 | 4 4 0 | 4 4 0 | 4 4 0 | Per maund. | | | 0 7 0 | 0 7 0 | 0 8 0 |
| 27 13 0 | 29 8 0 | 36 0 0 | 6 10 0 | 6 10 0 | 6 8 0 | Per piece. | | | 0 2 8 | 0 2 8 | 0 2 0 |
| 32 0 0 | 34 0 0 | 42 10 0 | 13 5 3 | 13 5 3 | 13 5 0 | 1 0 0 | 1 0 0 | 1 6 0 | | | |
| | | | | | | 1 8 0 | 1 8 0 | 2 10 0 | | | |

in the undermentioned Marts of Bengal on the 31st October 1902.

| STRAW. | | | JUAR STALKS. | | | PRICES PER MAUND OF 40 STANDARD SEERS. | | | | | | | | | MARTS. |
|--------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|--|---------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|
| | | | | | | IRON. | | | FIREWOOD. | | | SALT. | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | |
| 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | |
| 0 12 0 | 0 12 0 | 1 0 0 | ... | ... | ... | 5 12 0 | 5 12 0 | 5 4 0 | 0 8 0 | 0 8 0 | 0 9 0 | 3 6 0 | 3 6 0 | 3 8 0 | 1. Calcutta. |
| 0 10 8 | 0 10 8 | 0 11 0 | ... | ... | ... | ... | ... | ... | 0 8 0 | 0 8 0 | 0 5 6 | 3 3 0 | 3 4 0 | 3 8 0 | 2. Burdwan. |
| 0 4 3 | 0 4 3 | 0 3 6 | ... | ... | ... | { 3 12 0 to 4 4 0 } | { 3 12 0 to 4 4 0 } | { 4 0 0 to 5 0 0 } | 0 4 0 | 0 4 0 | 0 4 0 | 3 7 0 | 3 7 0 | 3 10 0 | 3. Midnapore. |
| 1 0 0 | 1 0 0 | 1 0 0 | ... | ... | ... | 7 0 0 | 7 0 0 | 7 12 0 | 0 10 0 | 0 10 0 | 0 5 0 | 3 10 6 | 3 11 0 | 3 13 0 | 4. Pabna. |
| 0 7 0 | 0 7 0 | 0 7 0 | ... | ... | ... | 7 0 0 | 7 0 0 | 7 0 0 | 0 5 0 | 0 5 0 | 0 5 0 | 3 12 0 | 3 12 0 | 0 4 0 | 5. Rangpur. |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 5 0 0 | 5 8 0 | 0 5 3 | 0 5 3 | 0 5 3 | 3 12 0 | 3 12 0 | 3 14 0 | 6. Dacca. |
| ... | ... | ... | ... | ... | ... | 4 8 0 | 5 0 0 | 5 4 0 | ... | ... | ... | 3 6 0 | 3 6 0 | 4 0 0 | 7. Chittagong. |
| ... | ... | ... | ... | ... | ... | 4 0 0 | 4 0 0 | 5 0 0 | 0 7 0 | 0 7 0 | 0 6 0 | 3 11 0 | 3 11 0 | 3 12 0 | 8. Patna. |
| ... | ... | ... | ... | ... | ... | 5 11 6 | 5 11 6 | 5 11 6 | 0 4 0 | 0 4 0 | 0 4 0 | 4 0 0 | 4 0 0 | 4 0 0 | 9. Muzaffarpur. |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 5 0 0 | 5 0 0 | 0 5 9 | 0 5 9 | 0 5 9 | 3 10 0 | 3 10 0 | 3 11 6 | 10. Bhagalpur. |
| 0 7 6 | 0 7 6 | 0 8 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 4 4 0 | 0 4 6 | 0 4 6 | 0 4 0 | 3 0 0 | 3 0 0 | 3 2 0 | 11. Cuttack. |
| { 0 5 0 to 0 7 0 } | 0 8 0 | { 0 5 0 to 0 7 0 } | ... | ... | ... | 5 10 0 | 5 10 0 | 6 8 0 | 0 4 0 | 0 4 0 | 0 4 0 | 4 1 0 | 4 0 0 | 4 6 0 | 12. Ranchi. |

W. C. MACPHERSON,
Offg. Secretary to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 8th November 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | | | WEEK ENDING SATURDAY, THE 8TH NOVEMBER 1902. | | | WEEK ENDING SATURDAY, THE 9TH NOVEMBER 1901. | | |
|------------------|-----|-----|---|---------------------|----------|---|---------------------|----------|
| | | | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | ... | ... | 405 | 33,850 | 444 | 326 | 47,160 | 637 |
| Jute | ... | ... | 378 | 92,850* | 1,435 | 598 | 1,66,915† | 2,684 |
| Firewood | ... | ... | 52 | 22,275 | 336 | 137 | 90,240 | 1,349 |
| Other articles | ... | ... | 612 | 1,18,175 | 1,376 | 747 | 2,43,490 | 2,172 |
| Total | ... | ... | 1,447 | 2,67,150 | 3,591 | 1,808 | 5,46,805 | 6,842 |

* Canal maundage of jute, 92,300.
† Ditto ditto, 1,59,025.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of October 1902.

| | Inches. | Date. | Hour. |
|---|-----------|--------------------------|---------------|
| The mean pressure of the month | 29.936 | | |
| The average pressure of October from 44 years' registers (Alipore Observatory) | 29.836 | | |
| The highest pressure in the month | 30.066 | 27th | 10 |
| The lowest pressure in the month | 29.804 | 1st | 16 |
| The range of pressure | 0.262 | | |
| | Hours. | | |
| The total number of hours of bright sunshine during the month | 193.0 | | |
| The maximum possible number of hours of sunshine | 359.1 | | |
| | ° | | |
| The mean temperature of the month | 80.3 | | |
| The average temperature of October from 20 years' registers (Alipore Observatory) | 80.0 | | |
| The highest temperature in the month | 93.0 | 12th | |
| The lowest temperature in the month | 69.6 | 26th | |
| The range of temperature during the month | 23.4 | | |
| The mean daily range of temperature | 14.4 | | |
| The greatest range of temperature in one day | 17.5 | 12th | |
| | Per cent. | | |
| The mean humidity of the month | 82 | | |
| The average humidity of October from 20 years' registers (Alipore Observatory) | 81 | | |
| | Inches. | | |
| The mean vapour tension of the month | 0.836 | | |
| The average vapour tension of October from 20 years' registers (Alipore Observatory) | 0.819 | | |
| The mean cloud proportion of the month | 4.08 | | |
| The average cloud proportion of October from 25 years' registers (Alipore Observatory) | 3.85 | | |
| | Inches. | | |
| The total rainfall of the month | 2.78 | | |
| The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground) | 2.61 | | |
| The average fall of October from 24 years' registers (Alipore Observatory) | 3.87 | | |
| The greatest fall in 24 hours | 2.05 | 27th | |
| | Days. | | |
| The number of rainy days in the month | 4 | | |
| The average number of rainy days in October from 24 years' registers (Alipore Observatory) | 5 | | |
| | ° | | |
| The mean maximum equilibrium temperature of solar radiation during the month | 143.5 | | |
| The mean difference of sun and air temperatures | 55.1 | | |
| The greatest sun temperature | 153.8 | 2nd | |
| The greatest excess of sun over air temperature | 63.4 | 2nd | |
| The mean temperature of the nocturnal radiation thermometer on woollen cloth | 70.7 | | |
| The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground | 3.6 | | |
| The greatest depression of the nocturnal radiation thermometer below the minimum air temperature | 4.5 | 13th, 16th, 23rd & 31st. | |
| | Miles. | | |
| The mean movement of the wind per day | 67.8 | | |
| The greatest movement of the wind in one day | 111.0 | 8th | |
| The greatest movement of the wind in one hour | 19.0 | 19th | 10 to 11 p.m. |
| The number of hours with winds from each of the eight points— N. 182, N.E. 24, E. 18, S.E. 27, S. 50, S.W. 153, W. 51, N.W. 115, Calm 124. | | | |

G. W. KÜCHLER,
 METEOROLOGICAL OFFICE, GOVT. OF INDIA,
 Alipore (Calcutta), the 10th November 1902.
 for Meteorological Reporter to the Govt. of India
 and Director-General of Indian Observatories.

Results of the Meteorological Observations taken at the Alipore Observatory from 2nd to 8th November 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 32° Fahr. | TEMPERATURE. | | | | HYGROMETRY. | | | | WIND. | | Rain. | WEATHER. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----------------|---------|--------------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. | | |
| 1902. | | | | Inches. | ° | ° | ° | ° | ° | Inches | ° | % | | | Inches. | |
| Nov. | 2nd | 144.6 | 6.2 | 29.920 | 78.5 | 87.2 | 15.3 | 71.9 | 74.3 | 0.793 | 72.2 | 81 | Calm and variable | 37 | Nil | Partially cloudy, d. |
| " | 3rd | 150.8 | 6.6 | .986 | 79.8 | 88.1 | 14.3 | 73.8 | 75.9 | .843 | 74.1 | 83 | SW, ESE and calm | 71 | " | Partially cloudy, d. |
| " | 4th | 131.9 | 3.4 | .963 | 77.5 | 82.1 | 7.0 | 75.1 | 75.4 | .852 | 74.4 | 90 | Calm and variable | 50 | 0.05 | Chiefly cloudy, o, g, d. |
| " | 5th | 148.2 | 8.2 | .971 | 78.6 | 86.4 | 14.3 | 72.1 | 72.5 | .718 | 69.3 | 74 | N by W and N ... | 61 | Nil | Chiefly clear, d. |
| " | 6th | 136.9 | 8.1 | 30.023 | 73.6 | 84.0 | 19.7 | 64.3 | 65.2 | .510 | 59.5 | 61 | N and NW by W | 41 | " | Chiefly clear, d. |
| " | 7th | 135.9 | 8.4 | .066 | 72.3 | 82.9 | 20.3 | 62.6 | 65.8 | .550 | 61.6 | 69 | NW by W and NNW. | 71 | " | Chiefly clear, d. |
| " | 8th | 136.4 | 8.4 | .034 | 73.2 | 83.0 | 18.7 | 64.3 | 67.0 | .580 | 63.2 | 71 | NNW | 86 | " | Clear, d. |

| | | | | | |
|---|-----|-----|-----|-----|--------------|
| The mean pressure of the seven days | ... | ... | ... | ... | Inches. |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 29.995 |
| The total number of hours of bright sunshine | ... | ... | ... | ... | Hours, 49.3 |
| The maximum possible number of hours of sunshine | ... | ... | ... | ... | 78.3 |
| The mean temperature of the seven days | ... | ... | ... | ... | 76.2 |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 77.9 |
| The extreme variation of temperature | ... | ... | ... | ... | 25.5 |
| The maximum temperature | ... | ... | ... | ... | 88.1 |
| The highest velocity of the wind in one hour | ... | ... | ... | ... | Miles, 12 |
| The mean relative humidity | ... | ... | ... | ... | % 76 |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 74 |
| The total fall of rain from 2nd to 8th November 1902 | ... | ... | ... | ... | Inches, 0.05 |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 0.26 |
| The total fall from 1st January to 8th November 1902 | ... | ... | ... | ... | 61.62 |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 64.78 |

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

d, dew; o, overcast; g, gloomy; d, drizzling rain.

N.B.—In the weekly report from 5th to 11th October 1902, read 81.3 for 81.1 as the mean temperature of the 10th October 1902.

METEOROLOGICAL OFFICE, GOVT. OF INDIA;
Alipore (Calcutta), the 10th November 1902.

G. W. KÜCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

Weekly Return of Traffic Receipts on Indian Railways.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 139 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 28,268 | 12,782 0 0 | 1,06,564 0 | 12,586 0 0 | 31 0 0 | 25,399 0 0 | 3,631 | 6,131 | 9,762 |
| Or per mile of railway ... | 217 | 98 0 0† | 767 0 | 91 0 0 | ..... | 189 0 0 | ..... | ..... | ..... |
| For previous 16 weeks of half-year* | 558,604 | 2,17,947 0 0 | 18,46,025 0 | 2,15,976 0 0 | 4,183 0 0 | 4,38,106 0 0 | 53,185 | 70,628 | 1,23,813 |
| Total for 17 weeks ... | 586,872 | 2,30,729 0 0 | 19,52,589 0 | 2,28,562 0 0 | 4,214 0 0 | 4,63,505 0 0 | 56,816 | 76,759 | 1,33,575 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 30,221 | 13,373 0 0 | 1,21,729 0 | 11,907 0 0 | 2,379 0 0 | 27,650 0 0 | 3,409 | 5,054 | 8,463 |
| Or per mile of railway corresponding week of previous year ... | 232 | 103 0 0 | 876 0 | 86 0 0 | 17 0 0 | 206 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year ... | 597,821 | 2,31,555 0 0 | 21,12,441 0 | 2,48,032 0 0 | 38,860 0 0 | 5,18,447 0 0 | 53,481 | 84,707 | 1,38,188 |

* Audited up to week ending 30th August 1902.
† Coaching traffic calculated on 139 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 25th October 1902 on 558 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. s. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 35,701 | 21,500 0 0 | 3,64,105 0 | 39,413 0 0 | 1,463 0 0 | 53,376 0 0 | 6,194 | 12,279 | 18,473 |
| Or per mile of railway ... | 63'98 | 38'53 | 618'17 | 61'63 | 2'48 | 92'64 | 11'10 | 20'85 | 31'95 |
| For previous 16 weeks of half-year ... | 441,793 | 2,69,109 0 0 | 34,83,606 0 | 2,87,325 0 0 | 22,023 0 0 | 5,78,457 0 0 | 101,635 | 148,217 | 249,852 |
| Total for 17 weeks ... | 477,494 | 2,90,609 0 0 | 38,47,201 0 | 3,17,738 0 0 | 23,486 0 0 | 6,31,833 0 0 | 107,829 | 160,496 | 268,325 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 23,847 | 19,757 0 0 | 1,60,402 0 | 16,231 0 0 | 4,631 0 0 | 40,619 0 0 | 6,118 | 6,896 | 13,004 |
| Or per mile of railway corresponding week of previous year ... | 51'70 | 35'41 | 277'67 | 28'98 | 8'01 | 71'50 | 10'96 | 11'91 | 22'87 |
| Total to corresponding date of previous year ... | 4,58,203 | 2,76,366 0 0 | 22,15,865 0 | 3,09,603 0 0 | 23,769 0 0 | 6,09,738 0 0 | 104,443 | 168,837 | 273,280 |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR WEEK ENDING 25TH OCTOBER 1902. | | | RECEIPTS FOR WEEK ENDING 26TH OCTOBER 1901. | | | TOTAL RECEIPTS FROM 1st APRIL 1902 TO 25TH OCTOBER 1902. | | | TOTAL RECEIPTS FROM 1st APRIL 1901 TO 26TH OCTOBER 1901. | | | Total increase in 1902. | Total decrease in 1902. |
|---|-----------|------------------|---|-----------|------------------|--|-----------------|------------------|--|-----------------|------------------|-------------------------|-------------------------|
| Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | | |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | | | Rs. | | | Rs. |
| 559 | 53,376 | 92'64 | 578 | 40,619 | 71'50 | 589 | 10,86,807 | ... | 578 | 11,30,535 | ... | ..... | 43,728 |

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 25th October 1902 on 1,261 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|-----------|----------------------------------|------------|---|-----------------|--------------------------|--------------|-----------|
| | Number of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. | Mds. | Rs. | Rs. | Rs. | | | |
| Total traffic for the week on 1,261 miles open | 169,860 | 71,000 | 5,45,410 | (a) 65,000 | 12,000 | (a) 1,48,000 | 41,391 | (b) 27,399 | 70,790 |
| Or per mile of railway | 134 70 | 56 31 | 432 52 | 51 53 | 9 52 | 117 36 | ..... | ..... | ..... |
| For previous 15½ weeks of half-year (c) | 2,849,545 | 10,96,508 | 80,18,376 | 8,62,444 | 2,32,402 | 21,93,554 | 651,677 | 469,639 | 1,121,316 |
| Total for 16½ weeks | 3,019,405 | 11,07,508 | 85,63,786 | 9,34,444 | 2,44,402 | 23,46,354 | 693,068 | 488,038 | 1,181,106 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 1,261 miles open | 163,147 | 71,783 | 5,93,018 | 80,895 | 17,925 | 1,70,603 | 33,572 | (d) 26,985 | 60,557 |
| Per mile of railway corresponding week of previous year | 130 41 | 57 37 | 713 84 | 64 67 | 14 33 | 136 37 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 2,946,432 | 11,31,339 | 92,89,949 | 10,01,029 | 2,57,466 | 23,89,834 | 574,922 | 466,861 | 1,041,783 |

(a) Of this decrease, Rs. 7,630 is due to falling off in local traffic and the remainder to ballast trains and railway material. Maunds 1,23,206 and Rs. 5,971 were included as ballast trains and railway material compared with mds. 4,64,964 and Rs. 15,086 in corresponding period when they were dealt with monthly instead of weekly as in current period.

(b) Includes 5,443 miles of ballast trains run on open line.

(c) " audited figures up to week ending 9th August 1902.

(d) " 5,502 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 25th October 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. | Mds. | Rs. | Rs. | Rs. | | | |
| Total traffic for the week on 18 miles open | 1,366 | 324 | 14,196 | 254 | 15 | 593 | 333 | 171 | 504 |
| Or per mile of railway | 75 89 | 18 00 | 788 67 | 14 11 | 0 83 | 32 94 | ..... | ..... | ..... |
| For previous 15½ weeks of half-year (a) | 28,524 | 3,147 | 1,43,519 | 3,509 | 129 | 6,785 | 4,968 | 1,500 | 6,508 |
| Total for 16½ weeks | 29,890 | 3,471 | 1,57,715 | 3,763 | 144 | 7,378 | 5,301 | 1,761 | 7,062 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 3,720 | 515 | 16,446 | 377 | 7 | 899 | 377 | 127 | 504 |
| Per mile of railway corresponding week of previous year | 206 67 | 28 61 | 913 67 | 20 97 | 0 36 | 49 94 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 41,417 | 6,057 | 1,69,725 | 4,446 | 182 | 10,685 | 6,944 | 1,588 | 8,531 |

(a) Includes audited figures up to week ending 9th August 1902.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 889 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------|--------------------------|--------------|-----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 207,920 | 1,09,730 0 0 | 12,91,260 0 | 2,86,120 0 0 | 41,670 0 0 | 4,37,520 0 0 | 38,440 | 51,100 | 89,540 |
| Or per mile of railway | 234 | 123 0 0 | 1,452 0 | 322 0 0 | 36 0 0* | 481 0 0* | ..... | ..... | ..... |
| For previous 16 weeks of half-year | 3,445,687 | 16,17,158 0 0 | 1,77,96,345 0 | 36,41,806 0 0 | 2,79,141 0 0 | 55,38,105 0 0 | 596,915 | 671,617 | 1,268,532 |
| Total for 17 weeks | 3,653,607 | 17,26,888 0 0 | 1,90,90,605 0 | 39,27,926 0 0 | 3,20,811 0 0 | 59,75,625 0 0 | 635,355 | 723,717 | 1,359,072 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 224,000 | 99,273 0 0 | 17,00,814 0 | 2,97,052 0 0 | 65,496 0 0 | 4,61,821 0 0 | 36,992 | 54,801 | 91,793 |
| Per mile of railway corresponding week of previous year | 262 | 116 0 0 | 1,992 0 | 348 0 0 | 58 0 0 | 522 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 3,703,725 | 16,45,220 0 0 | 1,94,61,295 0 | 37,76,138 0 0 | 4,01,891 0 0 | 58,23,249 0 0 | 624,043 | 764,084 | 1,388,127 |

* Excluding ferry earnings, Rs. 10,000.

† Audited up to week ending 9th August 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 86 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 23,870 | 7,740 0 0 | 54,370 0 | 5,140 0 0 | 170 0 0 | 13,050 0 0 | 2,810 | 1,520 | 4,330 |
| Or per mile of railway ... | 277 | 90 0 0 | 632 0 | 60 0 0 | 2 0 0 | 152 0 0 | ... | ... | ... |
| For previous 16 weeks of half-year ... | 418,079 | 1,21,430 0 0 | 4,91,903 0 | 41,740 0 0 | 2,483 0 0 | 1,65,603 0 0 | 44,549 | 24,383 | 68,932 |
| Total for 17 weeks ... | 441,949 | 1,29,170 0 0 | 5,46,273 0 | 46,880 0 0 | 2,653 0 0 | 1,78,712 0 0 | 47,359 | 25,903 | 73,262 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 20,191 | 6,940 0 0 | 101,101 0 | 8,517 0 0 | 514 0 0 | 15,980 0 0 | 2,774 | 3,500 | 6,344 |
| Per mile of railway corresponding week of previous year ... | 235 | 81 0 0 | 1,176 0 | 99 0 0 | 6 0 0 | 186 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 439,737 | 1,32,334 0 0 | 8,78,241 0 | 80,738 0 0 | 7,959 0 0 | 2,21,031 0 0 | 48,537 | 41,826 | 90,363 |

* Audited up to week ending 9th August 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 33.6 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. S. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week ... | 2,430 | 870 0 0 | 16,360 0 | 1,480 0 0 | 10 0 0 | 2,390 0 0 | 230 | 2,150* | 2,410 |
| Or per mile of railway ... | 72 | 26 0 0 | 487 0 | 44 0 0 | ..... | 70 0 0 | ..... | ..... | ..... |
| For previous 16 weeks of half-year ... | 37,048 | 12,793 0 0 | 3,34,754 0 | 17,255 0 0 | 379 0 0 | 30,432 0 0 | 4,363 | 26,707 | 31,071 |
| Total for 17 weeks ... | 40,078 | 13,668 0 0 | 3,51,114 0 | 18,735 0 0 | 389 0 0 | 32,792 0 0 | 4,644 | 28,837 | 33,481 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 2,866 | 817 0 0 | 8,498 0 | 1,071 0 0 | 156 0 0 | 2,644 0 0 | 309 | 237 | 546 |
| Per mile of railway corresponding week of previous year ... | 85 | 24 0 0 | 252 0 | 32 0 0 | 1 0 0 | 57 0 0 | ..... | ..... | ..... |
| Total to corresponding date of previous year ... | 36,349 | 12,971 0 0 | 1,27,049 0 | 15,200 0 0 | 2,481 0 0 | 30,632 0 0 | 4,304 | 8,848 | 13,152 |

* Includes ballast train miles 1,900.

† Audited up to week ending 9th August 1902.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 1st November 1902 on 1,261 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN MILES RUN. | | |
|---|--------------------|------------|----------------------------------|------------|---|-----------------|--------------------------|--------------|-----------|
| | No. of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. | Mds. | Rs. | Rs. | Rs. | | | |
| Total traffic for the week on 1,261 miles open ... | 196,680 | (a) 95,270 | 561,790 | (b) 66,190 | (c) 11,210 | 1,72,670 | 45,512 | (d) 27,615 | 73,027 |
| Or per mile of railway ... | 155.97 | 75.55 | 445.51 | 52.49 | 8.89 | 136.93 | ... | ... | ... |
| For previous 16½ weeks of half-year ... | 3,013,991 | 11,71,512 | 8,601,537 | 9,30,148 | 2,47,054 | 23,48,714 | 695,962 | 500,268 | 1,196,230 |
| Total for 17½ weeks ... | 3,210,671 | 12,66,782 | 9,163,327 | 9,90,338 | 2,58,264 | 25,21,384 | 741,474 | 527,783 | 1,269,257 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 1,251 miles open | 174,523 | 77,171 | 572,866 | 78,715 | 18,645 | 1,74,561 | 32,923 | (f) 28,813 | 61,706 |
| Per mile of corresponding week of previous year ... | 139.51 | 61.69 | 457.93 | 62.95 | 14.90 | 139.54 | ... | ... | ... |
| Total to corresponding date of previous year ... | 31,20,957 | 1,208,510 | 9,862,806 | 10,79,774 | 2,76,111 | 25,64,335 | 697,845 | 495,704 | 1,193,549 |

(a) Increase due to bathing Mela on account of Solar Eclipse.

(b) Decrease due mainly to falling off in Local traffic Mds. 80,000 and Rupees 2,500 included in this week on account of Ballast Trains: they were dealt with monthly in the corresponding week of previous year.

(c) Decrease due to Rs. 3,000 on account of Gunduc bridge tolls included in the corresponding week of previous year and remainder to steam boat earnings owing to falling off in Goods traffic.

(d) Includes 5,466 miles of Ballast Trains run on open line.

(e) " audited figures up to week ending 16th August 1902.

(f) " 5,056 miles of Ballast Trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 1st November 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|-------------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchan- dise. | Total. |
| | No. | Rs. | Mds. | Rs. | Rs. | Rs. | | | |
| Total traffic for the week on 18 miles open | 1,381 | 232 | 18,602 | 331 | 12 | 575 | 329 | 175 | 504 |
| Or per mile of railway | 76.72 | 12.89 | 1,033.44 | 18.39 | 0.68 | 31.94 | ..... | ..... | ..... |
| For previous 16½ weeks of half-year (a) | 30,081 | 3,471 | 158,746 | 3,787 | 144 | 7,402 | 5,301 | 1,761 | 7,062 |
| Total for 17½ weeks ... | 31,462 | 3,703 | 177,348 | 4,118 | 156 | 7,977 | 5,630 | 1,936 | 7,566 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 2,394 | 367 | 16,808 | 390 | 20 | 777 | 364 | 140 | 504 |
| Per mile of corresponding week of previous year | 133.00 | 20.38 | 933.78 | 21.69 | 1.12 | 43.19 | ..... | ..... | ..... |
| Total to corresponding date of previous year | 48,811 | 6,424 | 186,533 | 4,836 | 202 | 11,462 | 7,308 | 1,728 | 9,036 |

(a) Includes audited figures up to week ending 16th August 1902.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

| | | Rs. | A. | P. | Rs. | A. | P. |
|---|--------------------|--------|----|----|----------|----|----|
| Approximate earnings for the week ending 25th Oct. 1902 ... | Coaching ... | 8,519 | 0 | 0 | 19,983 | 0 | 0 |
| | Goods ... | 11,361 | 0 | 0 | | | |
| | Other earnings ... | 113 | 0 | 0 | | | |
| Audited earnings for the corresponding period of 1901 ... | Coaching ... | 7,654 | 0 | 0 | 16,767 | 0 | 0 |
| | Goods ... | 9,041 | 0 | 0 | | | |
| | Other earnings ... | 72 | 0 | 0 | | | |
| | Increase ... | | | | 3,216 | 0 | 0 |
| Receipts per mile for the week ending 25th Oct. 1902 ... | | | | | 391 | 13 | 2 |
| Ditto for the corresponding period of 1901 ... | | | | | 328 | 12 | 3 |
| | Increase ... | | | | 63 | 0 | 11 |
| Receipts from 1st July to 25th Oct. 1902 ... | | | | | 2,39,443 | 0 | 0 |
| Ditto for the corresponding period of 1901 ... | | | | | 2,48,568 | 0 | 0 |
| | Decrease ... | | | | 4,125 | 0 | 0 |

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

| | | Rs. | A. | P. | Rs. | A. | P. |
|--|--------------------|--------|----|----|----------|----|----|
| Approximate earnings for the week ending 1st Nov. 1902 ... | Coaching ... | 7,372 | 0 | 0 | 20,691 | 0 | 0 |
| | Goods ... | 12,982 | 0 | 0 | | | |
| | Other earnings ... | 337 | 0 | 0 | | | |
| Audited earnings for the corresponding period of 1901 ... | Coaching ... | 12,230 | 0 | 0 | 19,968 | 0 | 0 |
| | Goods ... | 7,383 | 0 | 0 | | | |
| | Other earnings ... | 355 | 0 | 0 | | | |
| | Increase ... | | | | 728 | 0 | 0 |
| Receipts per mile for the week ending 1st Nov. 1902 ... | | | | | 405 | 11 | 4 |
| Ditto for the corresponding period of 1901 ... | | | | | 391 | 8 | 6 |
| | Increase ... | | | | 14 | 2 | 10 |
| Receipts from 1st July to 1st Nov. 1902 ... | | | | | 2,60,134 | 0 | 0 |
| Ditto for the corresponding period of 1901 ... | | | | | 2,63,536 | 0 | 0 |
| | Decrease ... | | | | 3,402 | 0 | 0 |



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, NOVEMBER 19, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

CONTENTS.

| | Page | | Page |
|--|------|---|------|
| RESOLUTION on the Forest Administration Report for 1901-1902 | 1625 | STATEMENT showing the quantities of the Principal Staples of Traffic imported into and exported from Calcutta from the interior in the five months April to August 1902 | 1644 |
| Resolution on the Board's Annual Land Revenue Administration Report for the year 1901-1902 | 1627 | Areas leased for Irrigation up to end of September 1902 | 1651 |
| Resolution on the Report of the Board of Revenue on Wards and Attached Estates for 1901-1902 | 1631 | Circular and Eastern Canal for the week ending Saturday the 15th November 1902 | 1652 |
| Resolution on the Administration Report of the Police Department in Bengal for the year 1901 | 1633 | Results of the Meteorological Observations taken at the Alipore Observatory from 9th to 15th November 1902 | 1653 |
| Liberality of Babu Dhon Krishna Goswami of Cherla | 1639 | Bengal-Nagpur Railway during the month of August 1902 | 1654 |
| Weather and Crop Report for the week ending the 17th November 1902 | 1640 | Weekly Return of Traffic Receipts on Indian Railways | 1656 |

RESOLUTION ON THE FOREST ADMINISTRATION REPORT FOR 1901-1902.

REVENUE DEPARTMENT—FORESTS.

Calcutta, the 13th November 1902.

RESOLUTION—No. 3933.

READ—

The Progress Report of Forest Administration in the Lower Provinces of Bengal for 1901-1902.

Mr. A. E. Wild held charge of the Bengal Forest Circle till the 10th February 1902, when he retired, and was succeeded by Mr. J. H. Lace, who has submitted the Report with commendable punctuality. The Report does not exceed the prescribed limit of 20 pages.

2. The only changes of importance made in the forest areas during the year were the reservation of 83 square miles of forests in the Chittagong Division; the transfer of

Areas of forests. 81 square miles of protected forests in Palamau to the Civil Department for management by the Deputy Commissioner, and the disforestation of 79 square miles from the Sundarbans forests to be leased for cultivation.

Progress was made in demarcation work in Chittagong, Singhbhum and Manbhum; and in detailed survey in Singhbhum and Hazaribagh. Progress was not so good in Chittagong as was anticipated; and discrepancies in the boundary of the Khurda forests still remain to be reconciled. Arrangement should be made to push on this work in these two Divisions during this cold weather.

3. The programme of working plans for the year was carried out fully. Mr. Lace has learned that the restrictions placed by the working plan on the size of the *Sundri* timber that may be felled in the Sundarbans have never been fully enforced, and that much undersized timber has been removed, though the working plan has been nominally followed for nine years. This careless administration must injuriously affect the revenue in future years; and the Conservator will be requested, when he is revising the working plan this year, to explain the results of the past working and how they were attained, and to state what steps are being taken to secure that the restrictions shall not be transgressed in future.

4. On the whole, forest offences were fewer than in the previous year, increases in the Darjeeling, Jalpaiguri and Singhbhum Divisions being counterbalanced by noticeable decreases in the Tista, Buxa and Sundarbans Divisions. It is not explained why offences are so much more numerous in the Darjeeling and Tista forests than in other forests.

5. Protection of the forests from fire was more successful than in the preceding year in the Kurseong, Jalpaiguri and Buxa Divisions, but was less successful in Palamau, Angul and Puri, and especially in Singhbhum. The Conservator is not dissatisfied, however, with the results in the Singhbhum forests as compared with those of preceding dry years; and it is to be hoped that the closure to grazing of areas burned in these forests has had the desired effect of impressing upon the people the need of co-operating with Government in protection of the forests. The Conservator notices that the benefit that the forests derive from fire-protection is most marked in the Darjeeling Terai and in the Buxa Division, where the *Sál* and the *Dalbergia Sissoo* are fast reproducing themselves.

Mr. Lace lays stress on the importance of creeper-cutting; and it is hoped that this matter will receive careful attention in the Buxa forests, where the *Sál* trees suffer much from creepers. Improvement fellings should be more generally undertaken in favour of natural reproduction of valuable species of the indigenous timbers and should not be confined to cases in which revenue can be obtained.

6. The total amount of wood—timber and fuel—extracted from the forests is somewhat in excess of the preceding year; but the increased outturn of timber is only in the working of the Sundarbans and Buxa Forests where there was an increased demand for *Sundri* and *Sál*. As compared with the preceding year, there was a falling off in the value of minor produce extracted from the forests chiefly in the case of the Sundarbans, where stormy weather was unfavourable to the working of small boats, and where tigers killed eighty-six wood-cutters. Since the transfer of the Saoria Tract in the Sonthal Parganas Protected Forests to the Civil Department on 1st December 1900, the Forest Department has ceased to be credited with the revenue derived from *sabai* grass.

7. The gross revenue of the year has only once been exceeded and the net surplus was Rs. 6,09,151; but after allowing for an extraordinary payment of Rs. 77,578 made to the Raja of Porahat on account of the profits of the working of the Porahat Forests during the five years ending March 1901, there was a net income of Rs. 6,86,729, which is the highest annual surplus on record. The working of the Palamau and Angul Divisions has again resulted in deficits; but the deficits have decreased.

8. The Lieutenant-Governor notices with pleasure that officers in charge of Divisions have done good work, and that the subordinate staff has also worked well.

The Lieutenant-Governor's thanks are due to Mr. Lace for the zeal with which he has entered upon his duties as Conservator of Forests, Bengal.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secy. to the Govt. of Bengal.

RESOLUTION ON THE BOARD'S ANNUAL LAND REVENUE
ADMINISTRATION REPORT FOR THE YEAR 1901-1902.

REVENUE DEPARTMENT—LAND REVENUE.

Calcutta, the 17th November 1902

RESOLUTION—No. 3990.

READ—

The Report of the Board of Revenue on the Land Revenue Administration of the Lower Provinces for the year 1901-1902.

THE Report was punctually submitted to Government.

2. *Collections, balances and remissions.*—The collections of land revenue from all the three classes of estates were good, and the total balance outstanding at the close of the year was the lowest during the past five years. The remissions granted were below the average.

On Government estates the total collections were over 99 per cent. of the current demand; the balance outstanding at the close of the year was smaller than at the end of the preceding year, and it is reported that by eliminating the doubtful and irrecoverable arrears amounting to over a lakh of rupees, the true recoverable balance would be reduced to about six lakhs, which represents 14 per cent. on the current demand. Collections on Government estates were unsatisfactory only in the districts of Hooghly, Monghyr, Balasore, Ranchi, and Palamau; much the worst result was in Balasore, where the collections amounted to 12·02 per cent. only on the demand. The Lieutenant-Governor agrees with the Board that the explanations furnished by the Collector with regard to the failure to collect in Balasore are not satisfactory, and he will await the special report called for from this district. The condition of the Palamau estate is being separately considered.

3. *Road and Public Works cesses.*—The current demand of cesses increased during the year by about a lakh and a half of rupees, mainly owing to revaluations in the districts of the 24 Parganas, Nadia, Dacca, Backergunge, Tippera, Noakhali, Shahabad, and Ranchi, to assessment of coal mines and resumed *chakaran* lands in Burdwan, and to the valuation of ghatwali lands in Birbhum. The collections were generally good, and were above the prescribed standard in 25 districts. Notable exceptions were Burdwan and Ranchi. It is not understood why the Court of Wards should have allowed the Burdwan Raj to default in payment of the cess demand, nor is such a default shown in the Report on Wards' Estates. The difficulties of the Maharaja of Chota Nagpur in collecting cesses from his tenure-holders are due to a defect of the Tenancy law in Chota Nagpur which it is proposed to amend.

4. *Remittance of land revenue and rent by means of money-orders.*—Over twenty lakhs, or one-twenty-fifth of the land revenue and cesses, was remitted to the Collector during the year by special money-orders. To increase the popularity of such remittances, the Board have under consideration the adoption of separate forms of money-orders for (1) land revenue and dāk cess and (2) road and public works cesses, and promise a report to Government on the subject.

Payment of rent by money-orders is not so popular, but is increasing in amount. The Lieutenant-Governor has before expressed his regret that this system is spreading. If it protects raiyats from persecution by the landlord's servants, it also often tends to weaken friendly relations with the landlord.

5. *Coercive processes.*—Defaults in payment of revenue were fewer than in the preceding years and the Sale law was leniently worked, the number of estates sold being less than 11 per cent. of the number which became liable to sale for arrears. The Board observe that there has been a considerable decrease in defaults and sales in the past two years, and that this is specially satisfactory in view of the fact that these years have not been remarkable for great agricultural prosperity. Possibly improvement in tauzi work has helped proprietors

to understand their accounts and is promoting punctuality in payment of revenue.

The number of certificates made under the Public Demands Recovery Act increased on the whole; and under the head "Cesses" there was an increase of 13,031, shared by all Divisions, except Burdwan and Orissa, which is explained to be chiefly due to more prompt action in enforcing demands. The Lieutenant-Governor has recently had under consideration the Board's special report regarding the measures proposed for improving the system of realising cesses for roads and public works, and has agreed in the conclusion that the marked increase in the number of certificates issued since the year 1891 for collection of cesses has been due not to recalcitrance on the part of the payers, but chiefly to changes introduced in the tauzi procedure. The orders of the Lieutenant-Governor on this subject and on the question of collection of cesses from rent-free holdings have been recently communicated to the Board.

6. *Condition of the raiyats on Government estates and expenditure on improvements.*—On account of unfavourable harvests, the condition of the raiyats of Government estates was generally not so good as in the preceding year. Calamities of seasons occurred in the districts of Hooghly, Bankura, Midnapore, the 24-Parganas, and Chittagong. The effects of the storm-wave of 1897 have not entirely disappeared in Chittagong. In the Bihar districts the condition of the raiyats on Government estates was on the whole good, but unusual floods caused damage on deara estates. In the Chota Nagpur Division where, except in Manbhum, crops were much below the average, the raiyats of the Government estates of Hazaribagh, Palamau, and Singhbhum were not prosperous. The condition of the Palamau estate has formed the subject of recent correspondence, and the Board have promised a further report which is awaited.

Over 2½ lakhs of rupees were expended by Government on improvements of its estates, chiefly under the heads of drainage, irrigation, embankments, tanks and wells, roads and bridges. The Lieutenant-Governor approves the plan which the Board have adopted of making a provisional allotment in anticipation of the receipt of Government orders sanctioning the total grant for the Province, as by this arrangement it is hoped that more time will be available to the District Officers for carrying out the works of each year.

7. *Drainage.*—The crops in the Rajapur and Howrah drainage basins were good, and the collections during the year from the landlords on account of drainage dues were satisfactory.

The Bill to amend the Bengal Drainage Act, VI of 1880, which was introduced into the Bengal Legislative Council on the 25th March 1902, and of which the object is to enable landholders to realise their claims from tenants and from co-sharers by means of the certificate procedure, was passed by the Council on the 25th August 1902.

8. *Land Registration and Partitions.*—Good progress was made in registration of mutations and in partition cases.

In paragraph 11 of last year's Resolution it was suggested that the percentage of mutations registered in the year on the actual number of existing interests should be indicated. The Board have not yet obtained correct figures, but express a hope that next year they will be in a position to report accurately the number of interests recorded in the registers and the percentage of mutations registered during the year. The Lieutenant-Governor hopes that such information will be given in the next report.

As regards the effect of the Partition Act of 1897 in preventing the enhancement of rents, which used frequently to follow a partition, the Board, agreeing with the Commissioner of Patna, say that it is too early as yet to form a decided opinion. The Collector of Patna observes that the only defect in the proceedings under the Act of 1897 is that they are not final so far as they relate to rents. But neither are rents recorded under Chapter X of the Tenancy Act final unless they are also settled in connection with a settlement of land revenue or on application of landlords or tenants. The advantage of the procedure under both Acts consists in the authoritative record of the existing rent. The Lieutenant-Governor desires that District Officers should continue to watch the effect of the provisions of the Act which relate to record of rent.

9. *Zamindari cesses*.—It is reported by the Board that the levy of illegal cesses in addition to the rent is a very old practice throughout the Province, which has remained practically unchecked by the provisions re-enacted in the Bengal Tenancy Act for its suppression. The Lieutenant-Governor believes that where a survey and record-of-rights is made a very practical check has been imposed, but in the unsurveyed districts he regrets that there is good reason to believe that illegal cesses of many kinds and many names are still levied.

The Lieutenant-Governor has learned that on many estates, especially in the Eastern Bengal districts, landlords not only do not help, but impose fines or *nazarana*, which discourage, when they do not wholly prevent, any improvement of the village water-supply being made by those who are willing to dig or re-excavate tanks for the public good. Accordingly in January last Commissioners of Divisions were requested to institute enquiries as to how far such restrictive customs prevail. The replies received are under the consideration of Government.

10. *Takavi advances*.—The Government of India asked last year that in addition to the current accounts contained in Appendices XVI and XVII of the Land Revenue Report, information might be briefly given in the body of the report as to the net financial results to the State of its loan business during each of the five preceding years. The Board do not clearly understand what information is required, and propose to address the Government separately on the subject. Their report will be awaited by the Lieutenant-Governor.

11. *Working of the Bengal Tenancy Act of 1885*.—The falling off in the number of applications for survey and record-of-rights under section 103 of the Tenancy Act, to which the Board refer in their 147th paragraph, and which is due to a technical construction of the section, appears to be much more than counterbalanced by an increase in the number of notifications of areas for survey under section 101(2)(a) of the Act. In proceedings under section 103, as the law officers have advised, fair rents cannot be settled or disputes be formally decided. Section 101 (2)(a) requires that when application is made by a landlord or landlords, the interest or interests represented must make up a large proportion of the interests of all the landlords, and also that the order for record-of-rights must be passed by the Local Government. Section 103 allows a Revenue officer to take action under rules made by Government on the application of a single landlord.

The Board in paragraph 152 of their report notice the increase of rent suits in the Orissa Division, and have attributed the increase to the fact that with the enhancement of the land revenue demand at the last settlement, the zamindars cannot afford to allow large arrears to remain outstanding. It is also stated that the settlement records have given facilities to the zamindars to prove areas and rental of holdings. The large increase of rent suits in the districts of the Orissa, Patna, and Chittagong Divisions, which were surveyed in recent years, has attracted the attention of Government, and is being carefully examined.

12. *Weather and crops, prices of food, and wages of labour*.—The rainfall during the year was deficient in Bihar, Chota Nagpur, and Orissa, and was also badly distributed. Early cessation of the monsoon and the drought throughout the cold weather caused widespread injury to the winter rice and the *rabi* crops, especially in the North Bihar districts. The short outturn of crops over the greater part of the Province had the effect of raising the price of common rice, and in some districts prices were especially high. Wages remained stationary, except in a few localities, such as parts of the Midnapore and Palamau districts, where special demand on account of railway construction or other work caused some rise.

13. *Material condition of the people*.—The Board write that the high prices of the year pressed somewhat heavily on the classes dependent on money wages or fixed incomes. The year was no doubt generally one of diminished agricultural prosperity. The development of the industries of the mines and the mills was important, but still falls far short of counterbalancing to labourers deficient harvests.

The report called for on the *utbandi* system of tenure of lands in the district of Nadia is awaited.

14. *Agricultural Banks*.—The Lieutenant-Governor notices with satisfaction that, as the result of the deputation of Mr. P. C. Lyon, ten agricultural banks or co-operative credit societies of raiyats were established chiefly on Government estates and wards' estates during the year, and that 22 more such banks have been opened since the close of the year. The special reports on the working of these banks, which have been received from the Commissioners of Divisions, will be separately examined.

15. The thanks of the Lieutenant-Governor are due to the Board for their efficient administration of the Land Revenue Department and for their excellent Report. The paragraphs in which officers are mentioned as deserving of special commendation will be communicated to the Appointment Department.

In a Notification dated the 29th April 1902, the Lieutenant-Governor expressed his deep regret in announcing the sudden death of the Hon'ble Mr. Philip Nolan, Member of the Board of Revenue, who had long been a trusted counsellor of Government in the Revenue administration and who was on the eve of retirement. Mr. Nolan's intimate knowledge of questions relating to the land and his sound judgment were of the greatest service to the Province.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

RESOLUTION ON THE REPORT OF THE BOARD OF REVENUE ON WARDS' AND ATTACHED ESTATES FOR 1901-1902.

REVENUE DEPARTMENT—LAND REVENUE.

Calcutta, the 17th November 1902.

RESOLUTION—No. 3994.

READ—

The Report of the Board of Revenue on the Wards' and Attached Estates in the Lower Provinces for the year 1901-1902.

THE Report on the administration of Wards' Estates and Attached and Encumbered Estates has been punctually submitted by the Board of Revenue.

2. In all, 140 such estates were under management during the year, or five more than in the previous year. The aggregate current demand of these estates on account of rents and cesses amounted to 119½ lakhs of rupees, or about one-fifteenth of the whole cess and rent demand of these Provinces. The Burdwan Raj, which with its rental of 48 lakhs and land revenue of nearly 35 lakhs is much the most important estate under the management of the Board, has just passed into the hands of its proprietor after seventeen years of management by the Court of Wards. The estates next in importance, viz., Bettiah, Hatwa and Tikari, are all in the Patna Division; 70 of the estates, including all the Encumbered estates, are in the Chota Nagpur Division.

3. Revenue and cesses due to Government were generally punctually paid, the total payments representing 98 per cent. of the demand of the year. The outstandings due to superior landlords were much heavier in proportion. The obligation to discharge such liabilities is similar to that owed to Government and should have the best attention of the Collectors. The failure to pay the Government demands due from the Nawada and Maghra estates in Patna is not satisfactorily explained.

4. The total collections of rent and cesses during the year just exceeded 100 per cent. on the current demand, a percentage not quite so high as that of the preceding year, 100·4, which, however, was the highest percentage obtained in twenty years with one exception. The Bhagalpur Division did least well, and Orissa did best with a percentage of 108·9 obtained by good collections in the Kanika and Madhupur estates. Other districts in which collections were over 105 per cent. were Dinajpur, Chittagong, Saran, Muzaffarpur and Darbhanga. Short collections are insufficiently explained in the case of the Khagra estate in Purnea and the Majdiha estate in Dinajpur.

Balances were slightly reduced, and would have been further diminished but for poor collections in Sujamutha and Kujang, where there was failure of crops. More rent suits were instituted, and for larger sums than in the previous year; but there was a larger decrease in the number of certificates filed. On the whole, the collections made in a year of short harvests were generally sufficient.

5. Altogether twelve and-a-half lakhs of debts outstanding against the estates were paid during the year, and substantial reductions were made in the case of the Bettiah, Shiuhar and Satkhira estates, in the Khujwa estate and Mubarik Hussain's estate in Saran, and in Mrs. Lucas's estate in Backergunge. The Lieutenant-Governor is pleased to learn that in the case of two encumbered estates in Chota Nagpur, which were released during the year, the debts had been fully paid, and that in twenty-seven more of the encumbered estates, the payments on account of debt during the year exceeded the sums provided in the schemes of management.

6. Under the head of expenditure on improvements, the Lieutenant-Governor notices with approval the large expenditure of the Burdwan Raj on schools and on its experimental farm, the expenditure of the great estates of Hatwa, Bettiah and